



The Yardmaster

Southwestern Michigan Division



December 2022

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The Yardmaster is the newsletter published monthly by Division 9, North Central Region of the National Model Railroad Association.

Submissions: Please send articles, news items, inquiries, photos and comments to the Editor of **The Yardmaster**, **Dave Vinci** dj.vinci@frontier.com, **by the 1st of the month** for inclusion in the current month's edition.

Editor's Comments

Greetings from your newsletter editor. Well, this is the last issue where I will be privileged to serve as the Editor of The Yardmaster. I have served as Editor beginning with the January 2015 issue and have found the position engaging and challenging for those 8 years. I've been fortunate to receive articles, photographs, suggestions, advice and support from members of the Division and others, that made this newsletter interesting as well as informative. To all those folks, I express my heartfelt thanks.

I have been asked to write a column for the Yardmaster going forward called "Ask Dave" where I will answer modeling questions submitted by the membership. I have agreed to do that. So, send me an email with your questions and I'll do my best to answer them in a future issue of the newsletter.

If any of you would like to try your hand at creating an article for the newsletter, please try and write one. It can be of any size or maybe just a photo of your latest project. How about a tip that you think other modelers could benefit from?

It is time for someone else to take over as Editor/publisher of our Division 9 newsletter, **The Yardmaster**. I will continue in this position through the end of 2022.

If you are interested in this position, please contact me dj.vinci@frontier.com, or any Board member.

Thanks, Dave Vinci

I assure you, you can do this! As always, this newsletter will only be as informative and entertaining as you, the membership, make it. – Dave Vinci

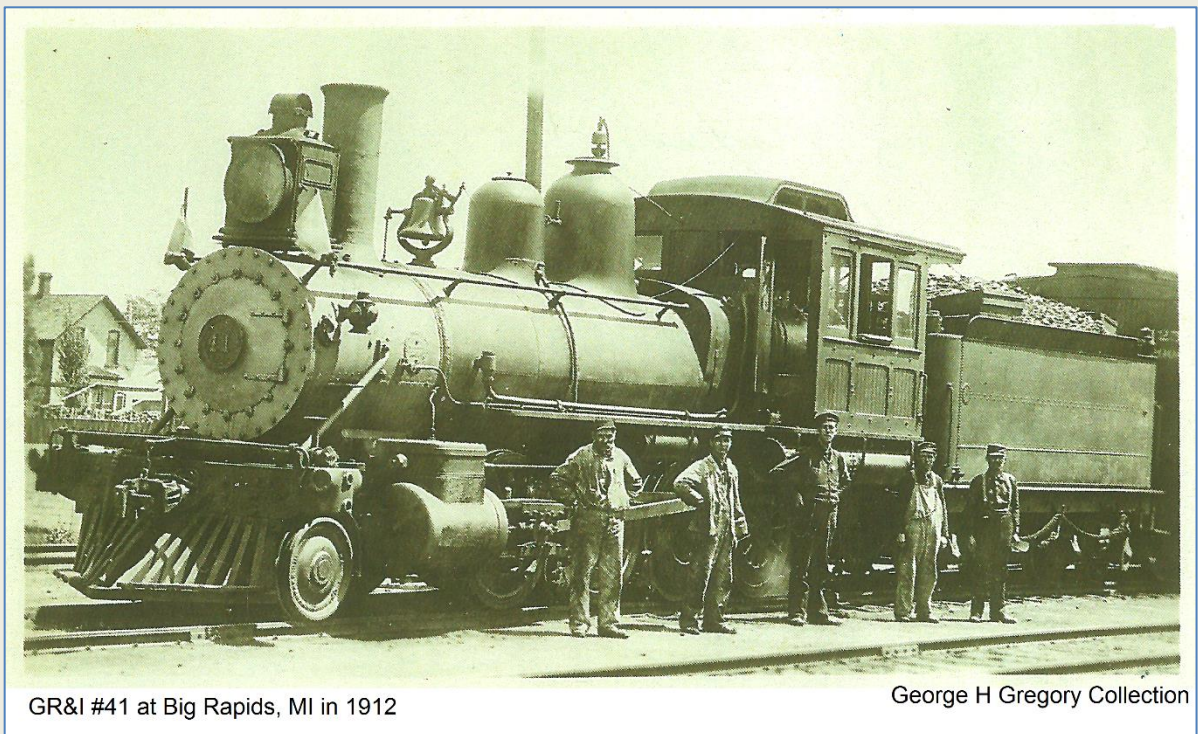
Achievement Program

To see the requirements for AP awards see the NMRA website, or talk about the program, contact our Division AP coordinator, Dorman Wilson at N8YNW@charter.net

December Membership Meeting

The December 2022 membership meeting will be **Saturday, December 17th** at **The Colonial Kitchen Pancake House**, 330 N. Drake Rd., Kalamazoo. The back room is reserved beginning at **nine o'clock** for informal breakfast. The Colonial Kitchen is in the same building as AT&T and Art Van's Pure Sleep on the east side of Drake Road in the block south of Main Street. The restaurant faces south in that building.

We will begin with an informal breakfast (on your own) with business meeting to follow at **9:30 o'clock**. At **10:30am**, Joel Pyard will be making a presentation about the **Grand Rapids and Indiana Railroad**. We are planning to use Zoom for this meeting. See you there!



The Grand Rapids & Indiana Railroad was incorporated in 1854 with the goal of tapping the the forests of the northern lower peninsula of Michigan. The line extended north from Fort Wayne and reached Mackinaw City in 1883. As the timber industry started waning, in 1875 the railroad began marketing its access to north land resort and sporting destinations, eventually assuming the nickname: The Fishing Line. We will focus mostly on the railroad from Grand Rapids northward. – Joel Pyard



G.R. & I. CINCINNATI MACKINAW CITY

Through Sleeping and Parlor Cars.

NORTHBOUND.

Penn. Lines Sta.
Lve. Cincinnati.....*8 35 P M †10 00 A M
Arr. Grand Rapids... 6 45 A M 8 40 P M
Lve. Grand Rapids... 7 20 A M 10 50 P M
Arr. Mackinaw City. 4 25 P M 7 25 A M

Train leaving Cincinnati 8 35 p.m. daily has Through Sleeping Car Cincinnati to Mackinaw City.

Train leaving at 10 00 a.m. daily, except Sunday, has Parlor Car Cincinnati to Grand Rapids, and Sleeping Car Grand Rapids to Mackinaw City.

SOUTHBOUND.

Lve. Mackinaw City...*7 35 A M †10 10 P M
Arr. Grand Rapids... 4 50 P M 10 35 A M
Lve. Grand Rapids... 6 50 P M 7 05 A M
Arr. Cincinnati..... 6 45 A M 8 55 P M

Train leaving Mackinaw City 7 35 a.m. daily has Through Sleeping Car Mackinaw City to Cincinnati.

Train leaving Mackinaw City at 10 10 p.m. has Sleeping Car to Grand Rapids and Parlor Car Grand Rapids to Cincinnati.

*Daily; †daily, except Sunday; ‡daily, except Saturday.

MICHIGAN CENTRAL

G. R. & I. — CHICAGO GRAND RAPIDS LINE (Via Kalamazoo.)

Chicago to Grand Rapids

Trains leave from 12th Street Station.

NOON FLYER.

Leave Chicago.....†1 15 P M
Arrive Grand Rapids..... 5 55 P M
Solid Train, Buffet Parlor Car.

AFTERNOON FLYER.

Leave Chicago.....†5 25 P M
Arrive Grand Rapids.....10 35 P M
Solid Train, Parlor Car, Dining Car, serving meals a la carte.

NIGHT EXPRESS.

Leave Chicago.....*12 10 Night
Arrive Grand Rapids..... 6 45 A M
Combination Baggage, Smoking Car, Coach and Sleeping Car (open for passengers at 10 30 p.m.)

MORNING TRAIN.

Without Through Cars.

Leave Chicago.....†8 45 A M
Arrive Grand Rapids..... 2 10 P M
Connection made at Kalamazoo Junction.

G.R. & I. MICHIGAN CENTRAL

GRAND RAPIDS-CHICAGO LINE. (Via Kalamazoo.)

Grand Rapids to Chicago

MORNING FLYER.

Leave Grand Rapids.....†7 05 A M
Arrive Chicago.....12 35 Noon
Combination Baggage and Smoking Car, Coach and Buffet Parlor Car.

NOON FLYER.

With Dining Car.

Leave Grand Rapids.....†12 01 Noon
Arrive Chicago..... 4 50 P M
Solid Train, Parlor Car, Dining Car, serving meals a la carte.

NIGHT EXPRESS.

Leave Grand Rapids.....*11 50 P M
Arrive Chicago..... 7 15 A M
Solid Train, Sleeping Car (open for passengers at 9 00 p.m.)



Membership Meeting Minutes

NMRA NCR Division 9 Annual Meeting November 19, 2022

Membership Meeting Location – Colonial Inn - Kalamazoo

Attendance:

In-person

Rich Mahaney, Garry & Darla (guest) Johnson, Alan Bau, Bob Lawrence, Rick Garthe, Jim Fankhauser

Zoom

Joel Pyard, Dave Vinci, Bob Provot, Doug Harding (Presenter) & David Gunn (Guest)

Call to Order by Garry Johnson 10:27AM

The first item on the agenda was the presentation by Doug Harding on **"Poultry Car and Poultry Operations Involving the Railroads"**.

Rich Mahaney then reviewed the upcoming events schedule

- **December** 2022 – Joel Pyard **"The GR&I Railroad"**
- **January** – Bill Neale – Zoom Presentation : **"Upgrading and Refreshing (or what I did during the COVID shutdown)"**.
- **February** – Rich Mahaney - presentation called **"Big Pipes"**, dealing with some modeling details
- **March** – Dave Vinci
- **April** Ralph Moxley & (TBD)
- **May** Layout Tour – Casey Fisher & Dale & Deb Kilarney (tentative)
- **June** – Maynard Mitchell Layout tour & Battle Creek Model Railroad Club (Tentative)

A brief discussion on the Division 9 Train Convention followed:

The consensus was, that while attendance was less that we hoped, the convention was a big success. The clinics went well with very few problems, the layout tours were very well received as was the dinner on Friday evening at Clara's in Battle Creek. There were lots of very good comments from the attendees at all functions.

Meeting was adjourned 11:45 AM

Respectfully submitted,

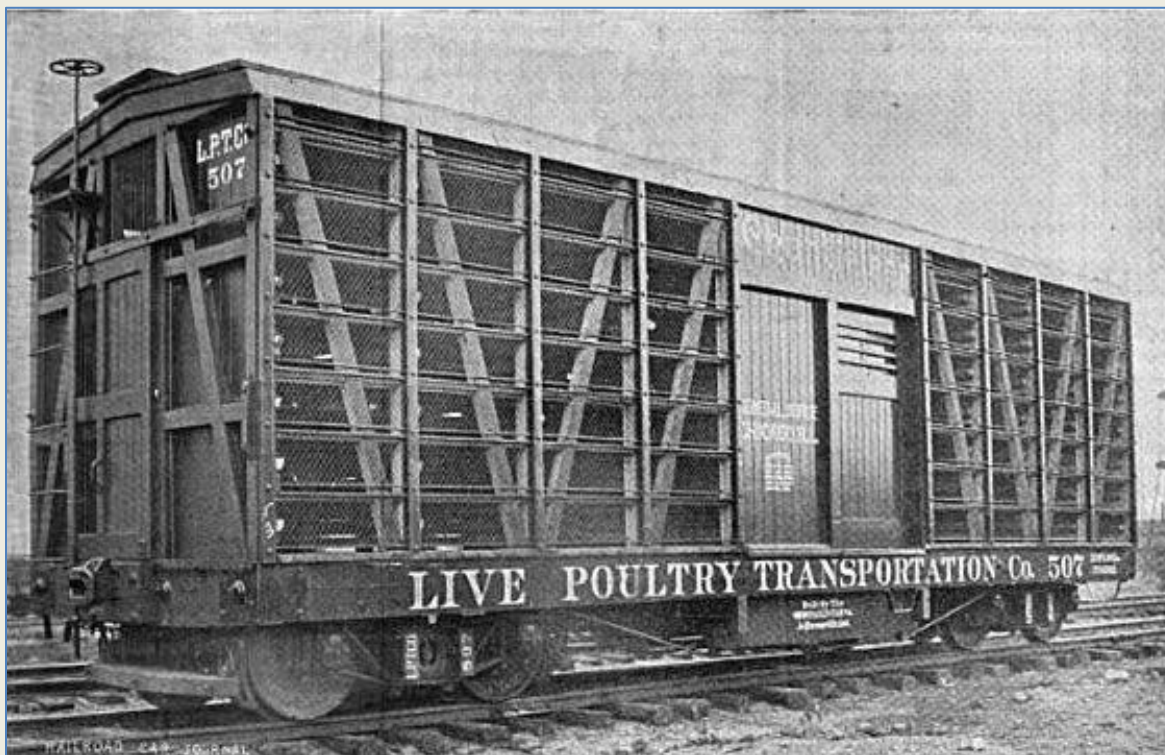
Alan Bau

Division 9 Scribe



Thanks to Doug Harding for his presentation at our November 2022 meeting of his **Poultry Car clinic**. It was full of great information.

Photo at right from Rich Mahaney collection'



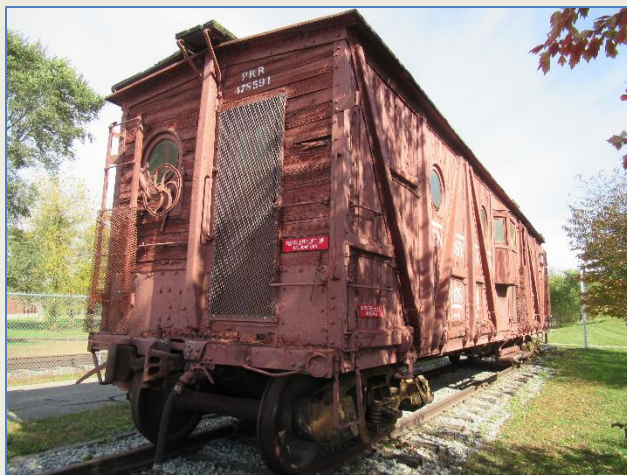
It looks pretty sharp brand new, but it won't be long before thousands of live birds will mess up the nice paint job of Live Poultry Transportation Company car #507. LPTC was so proud of their fleet, that they named many of their cars. This car was named "Chanticleer." Note how low the car sat on the wheelsets. This was due to the higher than normal carbody. Photo from The Railroad Car Journal, January 1893.

Pennsylvania Railroad NX23 Cabin Car

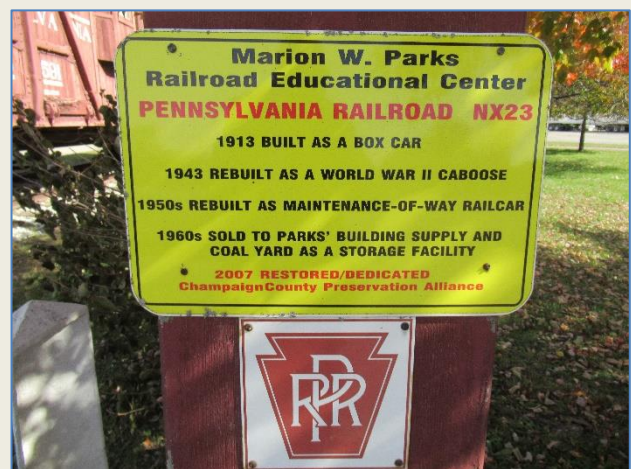
Material for this article submitted by Rich Mahaney



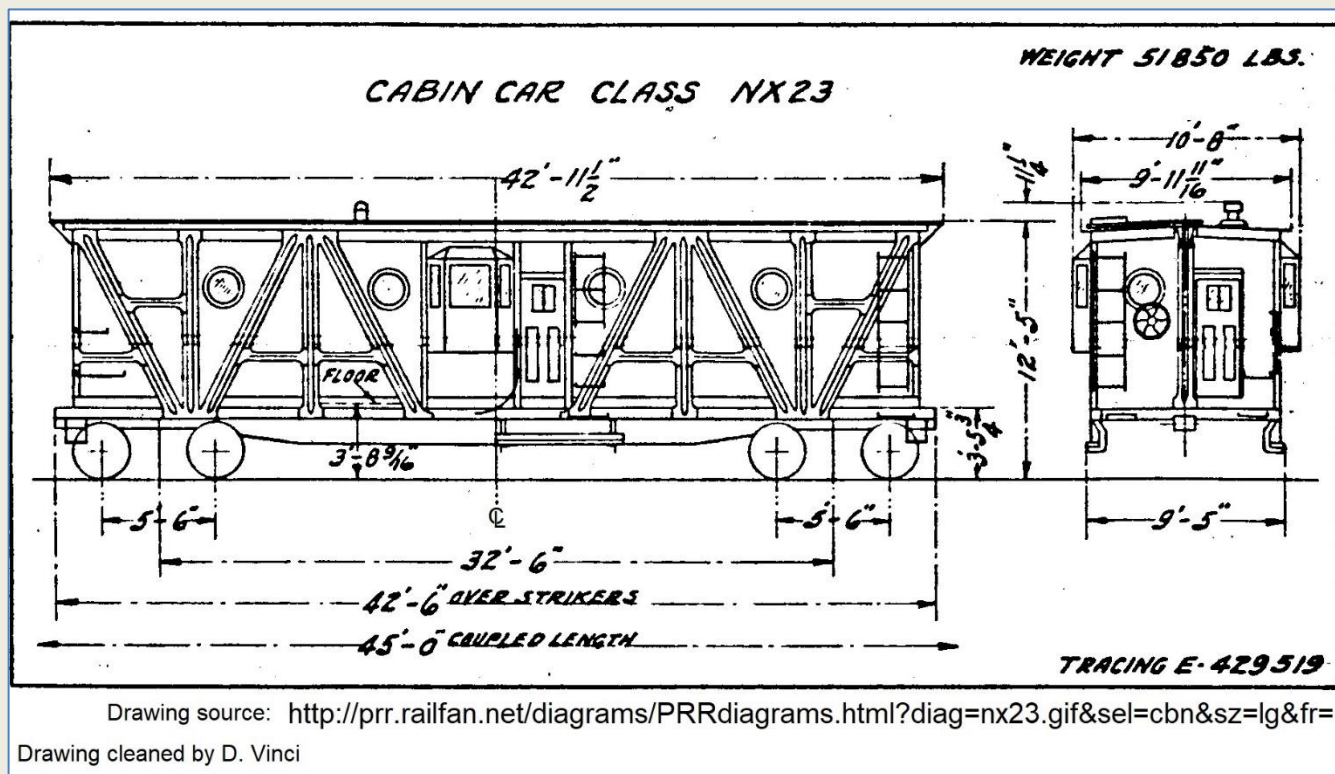
Restored PRR NX23 Cabin Car in Urbana, Ohio photo by R, Mahaney



Restored PRR NX23 Cabin Car in Urbana, Ohio photo by R. Mahaney



Signage by Restored PRR NX23 in Urbana, Ohio Photo by R. Mahaney



The following article tells the story of this Cabin Car:

NX23 Cabin Car Restoration

By Ken Davis, Gary Salzgeber, Ron Widman, and Chuck Blardone

Just west of Columbus, Ohio, in the town of Urbana, along the formerThe following article tells the story of this preserved PRR Columbus/Chicago main line, stands its restored original PRR 1894 depot, at M.P. 46.8. Adjacent to it, in the Marion W. Parks Railroad Educational Center, is restored, uncommon PRR classic cabin car with a colorful history, an 105-year-old NX23.

Cabin Car History

PRR ordered 600 X23 boxcars from Altoona Shops in 1912; they were built the following year, during the railroad's transition from wooden to steel car construction. They were assigned throughout the System, with most going to the Western Region.

During WWII there was a national shortage of cabooses; the War Production Board would not allow railroads to build all-steel cabooses. PRR converted 75 X23 MW service boxcars (from X23 revenue service in 1937) into cabins, numbered 478520–478594, starting in 1943. Prefix "N" was added to "X23" for this new designation. There are no known records of what each car's original number was.

The remodeling included two bay windows, and ten “porthole” windows, one on each end and four on each side. Also, added were a cooking/heating stove, a bunk, a booth, a coal bin, and a set of three lockers.

They NX23 were created at Altoona, with 478520 completed first on May 24, 1943, consecutively numbered thereafter, and ending on January 29, 1944. They all rode on 2D-F8 trucks. There were three structurally different versions. The first car used vertical sheathing on the side and as with all subsequent cars, horizontal sheathing on the end. A full X23 ladder was mounted to the right of the side door. Some cars received partial (three-rung) ladders plus two drop grabirons. A third variation used cars rebuilt with horizontal side sheathing and removed the horizontal side braces. (Such upgrades were performed on "round roof" X23B, but these modernized cars were not used to create NX23. All versions were painted freight car color on all external surfaces. It is believed all were assigned to the Western Region.

In 1947 at least 38 NX23 lost their bay window bays and reverted to work equipment, most in series 494011-494043. They were painted gray with black roof, underbody, end sills and metal appliances. Cars repainted after 1954 were painted yellow instead of gray, with the same black details. Later re-paintings deleted painting the appliances and end sills black. Nearly all cars were equipped with benches inside and used as Riding Cars on work trains.

Two horizontal-sheathed NX23 (492754 and ?) were transferred to the Long Island Rail Road in 1947, which set back both car ends and added end platforms, reclassifying them NX23a, #48 and 49. PRR cast steel cabin car steps were mounted under the corners of the side sills. Both cars were likely dropped from the roster in the early 1950s.

At least two horizontal-sheathed cars were transferred to Pennsy subsidiary Western Allegheny, #406 and 407.

”The NX23 was a good low-cost solution to the PRR’s cabin car shortage. They probably were not used extensively in main line service due to their lack of good riding qualities and amenities. It is believed that the majority if not all of the NX23 spent the War years in service west of Crestline, Ohio. The PRR’s cars were originally painted oxide red, with white lettering. In the 1950’s at least one car (478550) was painted M/W yellow, with black lettering,” and “At the end of World War II, the NX23s were withdrawn from freight service duty and most were converted to maintenance-of-way service. The conversion included removal of interior furnishings and removal of the bay window. Porthole windows were retained, although they were blanked out on some cars. Although there was no apparent difference, some M/W cars remained lettered class NX23, and others reverted to X23. Many such M/W cars lasted as long as the PRR itself.” (Blardone)

After WWII the cabin car was given a third number. During the 1950s and the 1960s this one was used in maintenance-of-way service on the route from Columbus to Bradford, Ohio. The MW NX23 cars lasted until 1969.

Cars on the PRR Roster:

9/1/46	12/1/46	3/1/47	5/1/49	11/1/51	5/1/53	12/1/57	2/1/66	11/1/69	12/1/69
75	73	40	35	30	15	12	4	2	0

Restoration

During the 1960s PRR sold two MW cars, without trucks to Marion W. Parks, a local Urbana building supply dealer and coal yard. They were used as an office and for storage.

In 1999 the Parks family donated the car to the Champaign County Preservation Alliance. It was moved in 2000, to be restored for then North Lewisburg's in-progress bike trail on abandoned Erie-Lackawanna Railroad roadbed, called the Simon Kenton Trail. (A second car, an ex-PRR XL, in MW colors, was too far gone to restore, and was scrapped.) The car's restoration has been co-sponsored by the Simon Kenton Corridor, the Simon Kenton Pathfinders, and the Champaign County Historical Society..

The groups obtained a pair of trucks from a PRR flat car used as an area bridge rebuild. It was found in Wooster, Ohio, and transported to Urbana, while the flat car was used to rebuild an area bridge.)

The first major job undertaken was attaching the ceiling. The original metal roof trusses had wood attached to them at the ceiling level. These had deteriorated, so the ceiling was sagging in the middle, where the ceiling boards overlapped. When this car was on West Court St. It sat on railroad ties, enabling termites to get into the floor, and repairs were necessary. There were two original door latches, one brass and one cast iron. We hope to locate two additional latches and install them on all doors.

Was there a built-in toilet? Several drawings of the NX23 show toilets in one of the lockers, but our drawing did not have one.

Hi-Point Career Educational students have restored three doors, built another, bead blasted the window rings, and cut out identification stencils for painting the exterior. Volunteers placed primer paint on the exterior and the railcar was spray painted with a final coat of donated paint. The Urbana High School FFA spent two days after school painting all of the identification letters and numbers on the railcar.

The original round windows glass was two layers of bonded glass. A local glass dealer provided one-fourth thick Lexan for each of the 24-inch diameter windows. Also, he provided single pane Lexan for each of the doors. Volunteers rethreaded the beaded cast metal frames to hold the three round frames together for each window.

While the car was being restored in a safe location, CCPA partnered with North Lewisburg to help with their bike path. The original rail bed had missing bridges, so Terry Jones of North Lewisburg and a CCPA volunteer traveled to Wooster to visit a rail salvage yard. An entire flat railcar was purchased. CCPA split the cost with North Lewisburg, and the CCAP got the trucks (wheels) and North Lewisburg got the flat bed,

cut off the sides for scrap and was going to use the frame to replace the missing bridges.

In June of 2006 the NX23 was moved again. Weighing in at 51,850 pounds (including the wheels), it was loaded on a low boy and traveled down North Russell Street.

A NYC stove was donated and installed.

We installed three lockers, one booth, one bed, two bays, and a sink. We also installed five original Johnson Mfg. caboose lamps, produced across the street from the NX23 and PRR depot.

When it came to landscaping this area, we noticed how many visitors wanted their pictures taken on the southeast side. So, we left the side towards the bike path open. We found a nice four-ton rock flat on one side with three surfaces and had it engraved "Marion W. Parks, Railroad Education Center."

A PRR first-aid kit and the three metal etchings on the opposite wall were a gift from Bill Sacher, Chief Clerk for the Engineer of the PRR in Columbus.

Also in the railcar were a set of flags and lanterns to communicate with the engineman. What were the bay windows used for? A railroad employee could sit in the bay and through the side windows watch for hot boxes.

Brake wheels at the end of the railcar were used to stop the railcar mechanically. Behind the door next to the coal bin is an air gauge that displayed the train brake air-pressure.

Not knowing the NX23's number, an arbitrary one, 478591, was painted on. Volunteers placed WWII posters (Rosie the Riveter and Uncle Sam. "We need you") on the walls, a fire extinguisher, clothes hooks, and Johnson RR equipment in the lockers, a poster showing the lantern signals used for conductors, and a red flag used to communicate with the engineer, and copies of 1940s magazines on the table and a brass air pressure gauge.

The benches along the interior sides were installed in 1950s when the railcar was used as maintenance-of-way railcar. Also, the four vents we believe were installed about the same time for ventilation.

The Urbana NX23 is just West of downtown Urbana. along U.S. Rt. 36. The Urbana 1894 PRR Depot, now The Depot Coffee House. provides lunch, drinks and a comfortable spot to rest while visiting the area. Also just across the street is the former building of the Johnson Mfg. Co. makers of railroad tin ware, caboose lanterns and more

NX23 Organizers & Urbana natives Ken Davis and PRRT&HS member Gary Salzgeber give tours through the cabin car.

The following photos of the NX23 from:

<http://jbritton.pennsyrr.com/index.php/tpm/blogs/latest-articles-blog/66-nx23-cabin-riding-car-variations>



FYI, Westerfield sells an HO scale kit #10061 War Emergency Cabin Car MOW PRR list price \$59.

If interested, go to website listed below.

https://id18538.securedata.net/westerfieldmodels.com/merchantmanager/index.php?cPath=270_327

Model Photos



Heinz Pickle Car - Model & photo by Joel Pyrad



Heinz Vinegar Tank Car - Model & photo by Joel Pyrad

Above are pictures of a pickle car and a vinegar car car I recently refurbished. I replaced trucks, installed body mounted couplers, stirrup steps, and some grab irons. I weighted them to NMRA standards and applied mild weathering. I left the un-prototypical blue paint on the vinegar car because Heinz decals are so hard to find.

– Joel Pyrad

Prototype Photos

If you have some photos you've taken or have permission to submit for publication, please send scans of them to your editor for inclusion in our Prototype photo section.



CN west bound freight train 11/22/22, southwest of Battle Creek, MI. Lots of hazmat tank cars! SA and HC acids, vinyl chloride and more. Just before 3pm.

photo by R. Mahaney



CN west bound freight train 11/22/22, southwest of Battle Creek, MI.
photo by R. Mahaney



CN west bound freight train 11/22/22, southwest of Battle Creek, MI.
photo by R. Mahaney

Now that's the way to ship wheelsets rather than using trucks.



Marquette Rail engine sitting at Baldwin, MI 12/1/2022
photo by R. Mahaney



a second engine for the West Michigan Railroad is at
Hamilton, MI ag facilities, 12/1/2022 photo by R. Mahaney



a second engine for the West Michigan Railroad is at
Hamilton, MI ag facilities, 12/1/2022 photo by R. Mahaney



Spare and old power at the Coopersville and Marne RR
at Coopersville, MI, 12/1/2022

photo by R. Mahaney

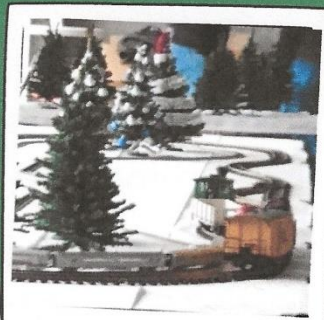


A sad sight to see an old steam engine sitting out in the weather
just rusting away. Coopersville , MI 12/1/2022.

photo by R. Mahaney



Fun for the Whole Family



Silent Auction



Benefitting We Care

Holiday Train and Tree Display And Silent Auction

Free admission!

@ Woodhams Show Room
1111 Lagrange St, South Haven MI



December 2nd - 23rd, 2022

Fridays 3-6 pm | Saturdays Noon-6 pm | Sundays 3-6 pm

Extended Days: December 21st, 22nd & 23rd - 3 - 6 pm

**Toy donations accepted for
Project Christmas Hope!**

**Volunteer
with us:**



Visit www.wecare-inc.org
or call Doug 269-637-4342 ext #6



Division 9 Calendar for December 2022

Sunday	Mon	Tues	Wed	Thurs	Fri	Saturday
				1	2	3 GR&I Chapter Meeting PRRT&HS
4 Div 9 BOD 4:15 pm via zoom	5	6	7	8	9	10
11	12	13	14	15	16	17 Div 9 Zoom Meeting
18	19	20	21	22	23	24
25 Christmas	26	27	28	29	30	31

Division 9 Calendar for January 2023

Sunday	Mon	Tues	Wed	Thurs	Fri	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21 Div 9 Zoom Meeting
22	23	24	25	26	27	28
29	30	31				