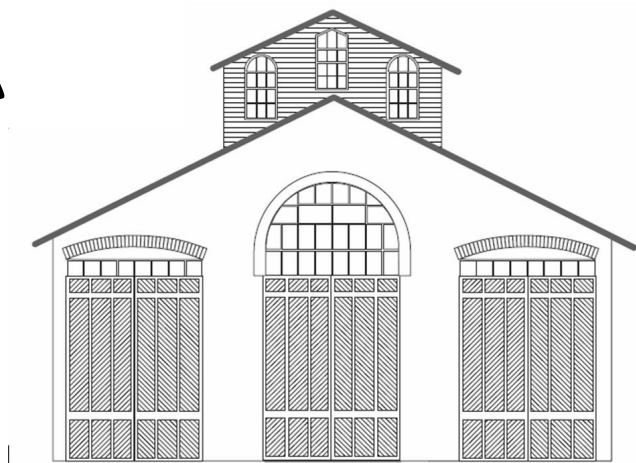


CAR



HOUSE

September 17th, 2026



Div. 8 Website: <https://www.div8.NcrNMRA.org>

Website:
<http://www.nmra.org/>



Call to Order: 7:01

Recognition of visitors and MMRs in attendance: Bruce DeYoung, Ron King, Dan Lewis, Greg Rich and Larry Wolohon

President's Page

My message for this month concerns a very important topic. The Regional election for the NCR is happening as I write this and I am urging everybody to vote. You should have received a notice to vote in your email. If you didn't, check your spam folder and if you still can't find your ballot, then please let me know. This election will most likely have long term ramifications on whether or not the NCR even exists in its current form, and I know that there are a lot of strong opinions on this. Should we remain an individual region with our own identity or should we disband our region and merge with other regions? Your vote matters, so read up on the candidates and vote before the October 15th cutoff.

Sincerely,
Mark

Clinic

Using Railroads of the Upper Peninsula to Improve My Railroad

BY Irvin Chmielewski

A look at the railroads of Upper peninsula of Michigan.

As I built my freelance railroad, the Iron River Valley R.R.; I looked to the railroads of Michigan's upper Peninsula for justification for scenery colors, track layout, operations, and other elements. The presentation looks at a relatively small geographic area in which both national railroads and local short line railroads operated in the late 40's (more or less).

Upper Peninsula railroads (1930s–1950s) supported mining, timber, and local communities providing opportunities for interchange and partnerships.

Commodity-driven traffic: copper, iron ore, lumber; seasonal patterns and harsh winters.

Passenger trains provide connections to Chicago and Minnesota

Post-WWII: accelerated dieselization and decline in passenger services providing opportunities for transition era equipment

Major Railroads Serving the Upper Peninsula

Duluth, South Shore and Atlantic Railway (DSS&A)

East–west route along Lake Superior shore; linked Sault Ste. Marie → Marquette → Duluth. Handled both freight and seasonal passenger traffic; challenged by winter conditions. Partnered with Copper Range RR. To provide passenger service between the Keweenaw and Duluth, Minneapolis, and connections to Detroit/Chicago. Later absorbed into the Soo Line

SOO Line Railroad

In 1883 Minneapolis, Sault Ste. Marie and Atlantic Railway chartered by Minneapolis flour millers to bypass congested Chicago routes. In 1888 Merged with Minneapolis and Pacific to form the Minneapolis, St. Paul and Sault Ste. Marie Railroad (nicknamed "Soo Line") . In 1961 Consolidated with Wisconsin Central and Duluth, South Shore and Atlantic to form the modern Soo Line Railroad

Milwaukee Road

The Chicago, Milwaukee, St. Paul and Pacific Railroad—commonly known as the Milwaukee Road—was a major Midwestern rail carrier. While its core network centered around Illinois, Wisconsin, and Minnesota, it extended into Michigan, particularly the Upper Peninsula. It transported timber, iron ore, and other raw materials from the Upper Peninsula to processing centers in Wisconsin and Illinois.

Regional short Line Railroads

Copper Range Railroad

Served Keweenaw/Copper Country (Houghton, Calumet). Primary freight: copper ore, miners' passenger runs in early 20th century. Provided limited passenger service between Houghton and Calumet. Used Consolidation Engines

The railroad handled through passenger service in cooperation with the Milwaukee Road, including the well-known "Northern Michigan Special" with connections to Chicago. By the 1930s, most passenger operations had declined to mixed trains and limited local service

During World War II, passenger service briefly increased again because of gasoline rationing. In 1944 the Copper Range reinstated a passenger train called the "Chippewa" between Houghton and McKeever, connecting with the Milwaukee Road's Chicago-bound train of the same name. That service ended in 1946.

Lake Superior and Ishpeming Railroad (LS&I)

Primarily a freight carrier, but offered limited passenger service early on. Based in Marquette, MI. Served iron ore regions and logging camps

Escanaba & Lake Superior

By 1937 it had connections to both major Class 1 railroads that existed at the time in the UP (the Chicago and North Western and the Milwaukee Road) and was able to diversify its traffic base. This diversification included the Milwaukee Road ore trains from the Groveland mine and the Iron River mines, bound for the Milwaukee ore docks in Escanaba. The railroad also chartered a mixed passenger train that ran along the existing route up until the late 1950s. This service included run-through mail and express from the Milwaukee Road, and passengers bound north from the Chicago & North Western. And it bought used engines to save money. It is still in operations today.

Results

These railroads formed a dense network that connected remote mining and logging towns to major cities like Chicago, Duluth, and Minneapolis. During the

1930s and 1940s, rail travel was essential for mobility in the rugged terrain of the Upper Peninsula. Passenger service declined after World War II, but continued through the mid-60's

The short lines may seem minor, but they were lifelines for small towns.

1. A lot of trackage from different railroads in a small area.
2. Variety of equipment
3. Small Villages and Larger Towns

Variety of terrain

4. Lake Shores
5. Rivers
6. Hills
7. Cliffs

Tracks that allowed a train to leave a town and then arrive back in the town without turning

Local railroads often bought used locomotives allowing me to use whatever engines I liked.

Results – The Iron River Valley Railroad

A Freelance-Proto Railroad that did not exist. In the "Upper Mid-West". But, I am able to use elements that were found in the railroads in Upper Michigan:

Why a Passenger train from a Class-1 Railroad can serve the area

Why a 4 percent grade is prototypical

Why engines were different types and from different eras

Why a Train can leave a town and then arrive back in the town without being turned

And a lot of Interchange opportunities

BUSINESS MEETING ITEM

Car House approved.

September Treasurer's report Dan Shilt:

Balance of \$3,808.17. Expenses included cost of Constant Contact. Collected \$30 in use fees

The membership meeting fee is \$10 per year payable in January. Check with Dan Shilt, he will be happy to assist.

All Members – Please check your NMRA membership cards and renew today. Insurance regulations require meeting participants be NMRA members {after three meetings}. Please stay current. You can renew at NMRA.org. There are so many benefits of membership, including discounts at major online retailers, information available on the website. Membership with digital delivery of the NMRA magazine is now \$50 per year.

Regional AP update – Bruce DeYoung –

A merit award as a Master Builder Structures was presented to Steve Weber for his “Bob’s Wood Shop”.



A Certificate of Achievement was presented to Curt Danielewicz as an Association Official.



AP Column

“Detailing Structures”

Bruce De Young, MMR
Division A.P. Coordinator

If you are going to use a commercial kit as part of your submissions for the Structure Certificate, you will want to add details to the kit that were not included by the manufacturer. I am often asked for suggestions as to what can be added to an already nice kit. The broad answer is that you want to make the structure ‘your own’. Whatever that means to you.

So, I thought that in this month’s column, I would share with you just a few examples of kits that I ‘made my own’.

This first kit was supposed to be a small passenger station with an open air, covered passenger waiting area off the left side of the building. Instead, I decided to make it into a small clothing store named after

our oldest
Great



Granddaughter.

I added the addition on the left, added a simple foundation, and built a “Window Box” Display Window. Then used a photo to represent goods on display.



This is a plaster background building. I added the roof over the loading dock, window treatments, wooden bumpers on loading dock, and the dry transfer sign.



This is the first floor of a Boarding House Kit. I added Interior decoration that could be seen through the large front window. Only the sofa is a commercial item.

On this kit, I added a door on second floor with exterior stairway, window treatments, and “Bilco” door for basement entrance.





This kit started as just the two-story house on the right. I added an addition to serve as a dining area on the left, the menu sign, the full interior details in the dining area were scratch built – except for the people. I also added the foundation and exterior deck.



This is the Alexander Scale Models Haunted House. I added a full front porch with roof.





This is a plaster wall. Garbage sheds are always a good addition. I cut an opening in the wall and installed the door. Added the downspout and the Betty Boop Sign.

This is by no means an exhaustive list of steps you can take to make a kit model into something unique to you. It is just a sampling of things that I have done in the past. Maybe you will get an idea or two. See you next month.

Layout Tour Plans - Dan Lewis- Plans under way for the next quarter

Operating Session Plans – Curt Danielewicz can be contacted if you would like to set up a session or be included in future Operating Session plans. Curt48044@Gmail.com

Door monitor at the church: October Mike Kadole; November Irv Chmielewski

Thanks for volunteering. **Please consider volunteering for future months. It only requires a half hour of your time just before the meeting.** For security reasons the church door must remain locked at all times. Thanks for helping out the Division and keeping everyone safe.

Old Business –

- Train Show committee – Tim Fisher – Reported a couple possible opportunities. We will have a table at a combination Train Show-Div 6 demonstrations on Nov 21st.

New Business

- Election Plans? Everyone is encouraged to consider running. Current officers have been in place for years.
- Vote on new meeting feature (inspired by our recent estate sales)
 - Everybody can bring in one item to sell and will be put on a separate table in the back.
 - Deals to be worked out during the Break.
 - We don't want to lengthen the meeting
 - This does not take the place of Show and Tell
 - Show and Tell is not the place to advertise your item
- A discussion on Division Expectations. We have not had a Make and Take for a few years. What can we do, and do we need to do it someplace other than the church.
- Announcements – Irv Chmielewski – Please provide announcements to Irv.

Hints and Tips

- The Mentor/Mentee file (give help/receive help) is at https://docs.google.com/spreadsheets/d/1hj4moARyx4iKjpShtSzk8mVanFln9vq0/edit?usp=drive_link&oid=116662642115004050447&rtpof=true&sd=true

- The private Clinton River Division Facebook group is at <https://www.facebook.com/groups/288929175921717/>
- Also check out our web page at <https://div8.ncrnmra.org> for past Car Houses and other links

Announcements

Please notify Irv Chmielewski (NCRDIV8SECRETARY@gmail.com) if you would like to have an announcement posted in Car House. Provide written details

- See fliers at end of Car House for any future events including any upcoming train show/sales.
- A list of train shows is also available on the website <https://www.trainshowlist.com>

Show and Tell

Michael Kandof
Passenger Cars

Philadelphia & Reading Business
Car #10



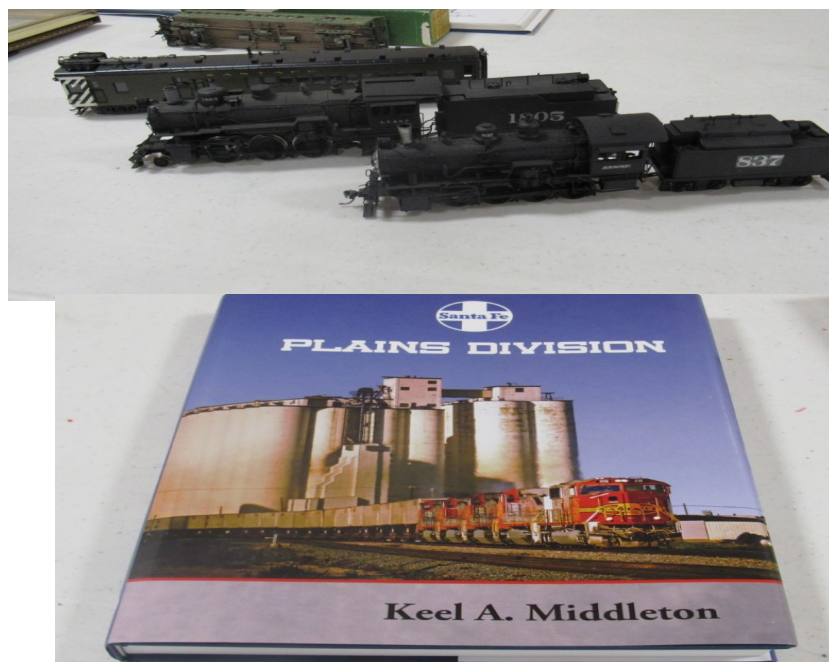
Tim Fisher
Current Project

0-8-0 Painted and installed a sound decoder

2-6-2 Installed a sound decoder

Motorcar recently purchased

SF Historic recently published book on
Plains Div.



John Peters
Passenger Equipment

NYC mail and express
consist circa 1950

ConCor and Life like kit-bashed



Ron King MMR

Erie passenger Car

Paint and decals for the
Erie R.R.
Super detailing diner and
coach
Model by Nickel Plate
Products
New Walthers Trucks and
couplers



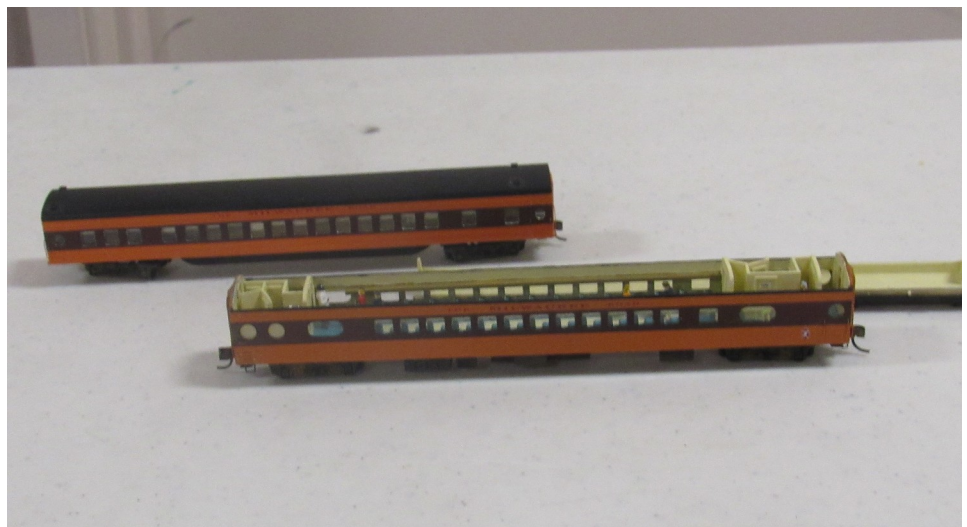
George Anderson
Passenger cars

Bachman On30 passenger and Baggage cars
re-lettered for Hancock & Calumet R.R.
Copper Country Rail book



Dan Lewis
2 Milwaukee Passenger Cars
(N scale)

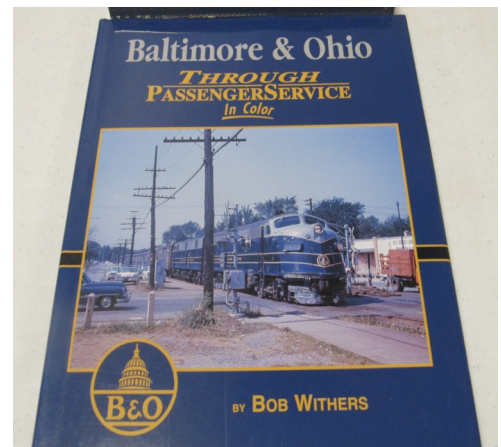
Both custom paint
Both kit Bashed
One with full interior



Monthly Newsletter of the **Clinton River Division** of the North Central Region of the NMRA

Dave Thornton
Passenger Cars

B&O Passenger and a train book



Larry Wolohon
Passenger Equipment

O scale GN coach



Kent Aughe
Bulk-head flat cars

3 pack Micro-Trains
Bought at National Train Show



Phil Doolittle
Passenger Equipment project

- (1) CN ROC by Rapido
- (2) Pair of Soo Line RS1's
will be repainted for the Doo Line
when he gets the custom decals



Greg Rich
HO Scale Combines

- An old "Central Lines" Model salvaged from a Basket Case.
- Modeled after a GT 1880's Combine



Phil Kenyon
Passenger Car

N scale C&O RPO



Bruce DeYoung
Loconia Car kit

“Shorty” Sierra RR combine kit
circa 1953



SCHEDULES

For more information, contact the organization listed. Event Fliers are attached when available. Check with the venue before the event.

October 15, 2026 Division Meeting Troy Christian Chapel

***Long Lake Rd just east of Rochester Rd will be closed during our Oct meeting.
Everyone will need to use Long Lake from Livernois.***

***Saturday, November 21 10:00 AM—2:00 PM South Oakland County Model
Railroad Club 22833 Dequindre, Hazel Park Mi***

Train show and other event fliers are attached when available.

**Division Meeting
Live at Troy Christian Chapel
Thursday October 15, 7:00 pm**

**Clinic
By Greg Rich
Vehicles (Like cars and trucks)
Show and Tell
Vehicles or Current Projects**

***Join us after the meeting for snacks and conversation at Leo's Coney Island,
Walton & Livernois***

Clinton River Division Layout Open House

Saturday, November 21

10:00 AM—2:00 PM

South Oakland County Model Railroad Club

22833 Dequindre, Hazel Park Mi, 48030

The South Oakland Club formed 72 years ago and built the first layout in the Birmingham Grand Trunk Railroad Station. 1978 the station sold and the club became modular, occupying donated space several times. Acquired the Hazel Park building 2002. The Layout represents the Holly Subdivision, Grand Trunk Western Railroad with Pontiac and Ferndale Yards, an Engine Terminal and 14 switching locations. The two-level layout is double track on the lower level and single track on the upper. Control includes wireless Digitrax DCC, complete signals, and dispatch by CTC and radio. Sites include: Detroit industrial switching, Royal Oak, Birmingham station, Yellow Cab loading for GM Truck and Bus, Holley and Gaines.

Scale HO Era: 1960 - 1975

Size 30' X 50'

Track Completion 100%

Scenery Completion 100%







Three Rivers Division of the **NMRA**

Train Show and Swap Meet

Saturday Nov 21, 2026

10:00am - 4:00pm

Allen County War Memorial Coliseum

4000 Parnell Avenue Fort Wayne IN 46805

Admission: Adults \$8.00

Children: 12 and Under Free

NMRA Members: w/card \$5.00

Hourly Door Prizes

Children's Activities

All Gauges

Two Train Set Drawings

Rail Fan Items

Handicap Accessible

Over 170 Tables

Food Service

Contact

Don Hanley c/o NMRA Div 3 Show Superintendent for Table Reservations

19123 Maples Rd Monroeville, IN 46773

(775) 636-5725 or 3Riverstrainshow@gmail.com

