

# ***THE MYAKKA VALLEY EXPRESS***

The Voice of The Railroad Education and Learning Center of Florida, Inc.

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Photo by Minton Dings

## **A BOXCAR WAY STATION**

This month's article by, our own Long Time Ferroequinologist, **Minton Dings**, **MMR** is about the construction of a pre-1963 wooden car kit. You will find this very entertaining article on page 3.

## ***All Aboard!***

***By Chip Newberger***

As I write my column it is Saturday night, October 30<sup>th</sup>. What a beautiful day we had today, the temperature was in the mid-70's with low humidity. To our snowbird members, it has cooled off, come on down.

I visited my oncologist (cancer doctor) earlier this month and was informed that my cancer has returned and was scheduled to visit the Moffitt Cancer Center in Tampa.

After my appointment at Moffitt, the decisions reached are that I am scheduled for surgery on Wednesday, November 3<sup>rd</sup>. This is not a cure; we are just buying time.

For this reason, I am going to have to give up writing *The Myakka Valley Express*.

I don't know how many years I have published the newsletter, but it is time to pass the baton to someone else. I will work with whomever takes my position to make the transition as smooth as possible.

Thank you to everyone who contributed this month's newsletter and in the past. One last time, **ALL ABOARD!!**

### **Obituary**

#### **Dick Sechrist**

This is Steve, Dick's son. I just wanted to let you know that Dick passed away on 9-30-2021. He loved meeting with all of you guys down there in Sarasota. I am available for anyone to contact me on this email. I will continue to monitor his email for the next year.

Thanks again for all of you guys and the wonderful times my dad had with all of you.

[rsechrist1@cinci.rr.com](mailto:rsechrist1@cinci.rr.com)

## **RealRail Notes from the Board October 2021**

**By Alex Quesen, Secretary**

To our members.

Here are the Highlights from this month's NON board meeting:

We could not have a meeting this month as we lacked enough board members present to establish a quorum. An informal session was had with those present. Voting on the new by-law changes is progressing but could not be reported yet. **Geoff Haines** presented a great idea for visiting kids involving boarding tickets and certificates that was well received. A couple of members have stepped up to help Allen with sorting through old club photos for historic preservation.

### **THE 2022 SHOW:**

**David Fontaine** reports that the show is on track for February 18-20, 2022. 24+ tables have already been sold and things are progressing well.

We had a special guest at the meeting this month: Mike Bloski the local Hazmat captain was looking for help creating a scale diorama of train accidents for firefighter training purposes. He spoke of needing a flexible tabletop design that would allow for multiple scenarios. He is sending us more detailed information to properly produce such a display. In addition, he may need a volunteer to help set up and manage the display during training sessions about once a quarter.

### **UPCOMING CLINICS**

**Minton Dings** has volunteered to offer clinics in November and December. These clinics will be presented on Tuesdays, 6 pm.

#### **Tuesday, November 16**

Detailing Model Railroad Scenery

#### **Tuesday, December 7**

Upgrading a Blue Box Kit and

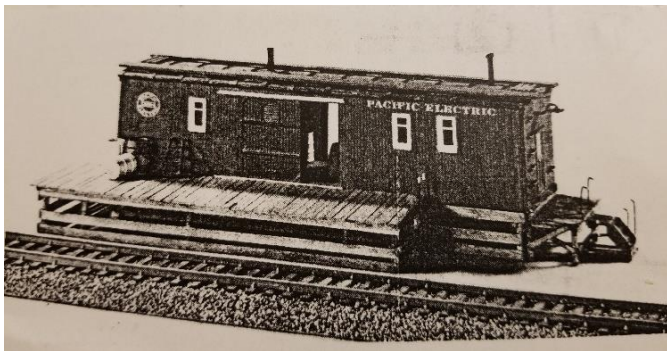
Constructing Telltales (time permitting)

Mark your calendars and plan to be there!

Thoughts of a Long Time Ferroequinologist:

# A BOXCAR WAY STATION

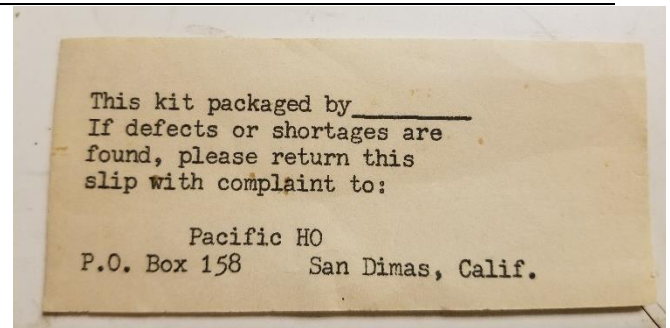
by Minton Dings, MMR



## Origins of the Boxcar Station Kit

For several years, I have been collecting and building wood freight and passenger car kits which were manufactured in the 1940s through the early 1960s. Among the “old” kits in my yet to be built kits is this wayside boxcar station under the brand name of Silver Streak manufactured by Pacific HO. My search found no reference about the history of Pacific HO as a manufacturer of HO train equipment. The year range of the issue of this kit is uncertain. The note in the right column indicates that it was manufactured before 1963 as there is no zip code in the return address.

Reasons for using a retired rail car as a permanent structure on a railroad are many. Most common is use as a maintenance-of-way building for storage or a small office. Sometimes they might be in temporary use following a loss to fire or other damage. They also could be used



**I do not believe I could still get a replacement for a defective or missing part.**

permanently as a rural freight house, or in a rare case, a rural passenger station.

The modeler has a choice here as to the use of this simple structure. Although it could be a rural station, it has the appearance of a rural freight house to me. Although this is a kit, it would be relatively easy to scratch build or convert a similar structure from a “retired” boxcar from the layout.

## The Kit



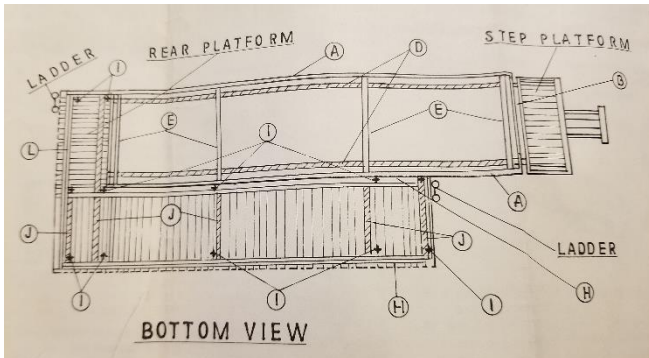
The kit, as shown above, has a wood roof, floor, and sidewalls. The end walls, boxcar doors and remainder of the detail is metal. The pile of “sticks” is the elevated foundation and loading dock. The walls and roof are devoid of detail and some of the parts are not present. I do not know if the details I would expect were not included in the kit or missing since this kit is second hand in the sense someone else owned it before I came into possession of it.



I have found that many of these “second hand” kits have been started but not finished.

All the parts need to be laid out for easy viewing and the “sticks” need to be separated by size. This saves time and confusion when assembling the kit.

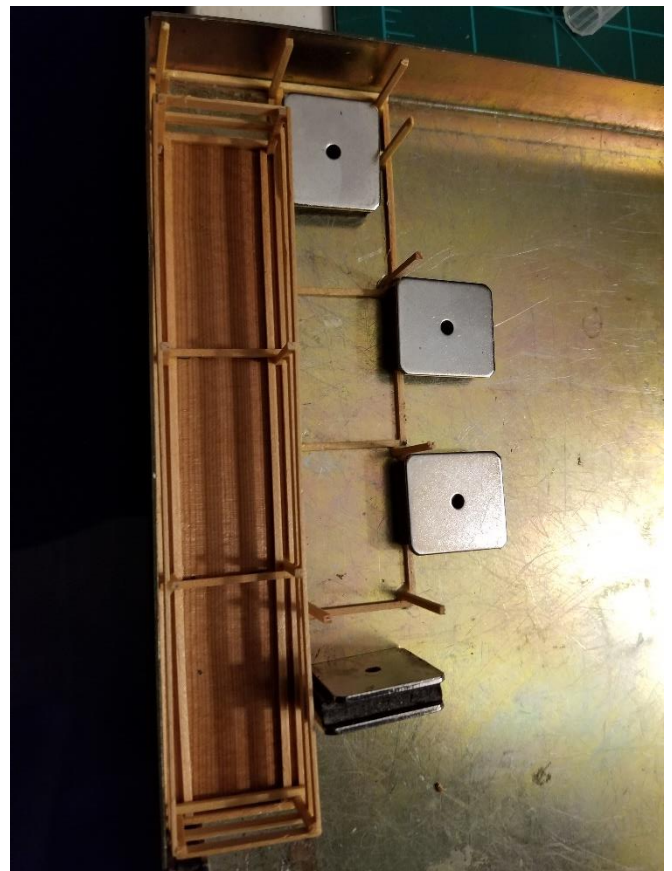
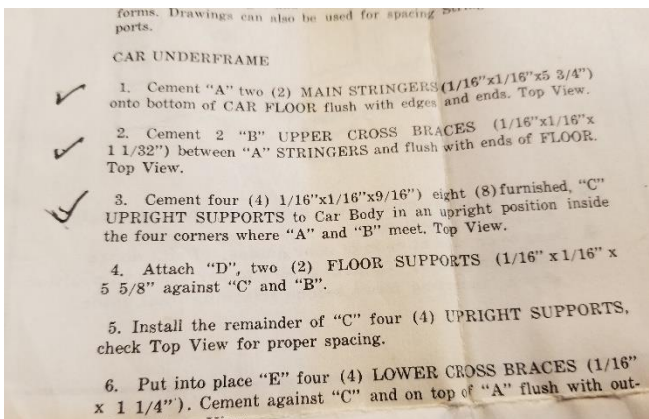
### Assembling the Boxcar



There are eighteen supports needed in the assembly of the boxcar and loading dock. A North-west Shoreline Chopper was used to assure conformity of the parts.

### Instructions for framed supports for the boxcar and loading dock.

The instructions showed assembling the floor of the boxcar and the framework for the loading platform first.



Although a simple idea, it took me several years to begin checking off each step of the instructions when completed. This eliminates repeated re-reading instructions to find the next step.



**A magnetic gluing jig is used to square the floor of the boxcar and loading dock and holding the parts in place and flat while drying. The jig is from Micro Mark, part #60304**

After assembling to the point shown below, I discovered that the boxcar would not fit on the frame due to the metal boxcar ends extending below the level of the floor. The loading dock frame had to be carefully cut away to complete assembly of the boxcar.



**Loading dock and supports per instructions prior to removal of the support for the loading dock**

The walls and roof of the car lacked detail. Therefore I added bracing to the walls and a simulated tongue and groove roof from my wood scratchbuilding supplies. In hindsight, I wish I had also covered the walls with the same thin layer of the scribed siding.



**The roof upgrade is 1/32 thick scribed siding from my scratchbuilding wood supply.**

I discovered the height of the boxcar and loading dock was too high for ground level cross the dock loading and unloading. I had to carefully disassemble (cut) the bottom board and leg length of the boxcar and dock away and reapply the lower board to above the remaining board for both the boxcar and dock.



**The boxcar was to be spray painted with gray primer. A purely wood car would not need primer if properly braced. This car has metal parts which needs primer for the final paint layer to adhere.**



The roof walk, running board, is a preassembled part. The supports are 1/16<sup>th</sup> square lumber cut to the width of the roof walk and laid horizontally on the peak. The peak was prepared for the supports by sanding the peak flat. The flat area is hidden by the supports and roof walk above. An appropriate sized hole was drilled for the pipe of the coal burning stove.

Because the boxcar ends, window frames, grab irons, and freight car type doors are metal, the entire boxcar was spray painted with gray primer. The dock did not need to be primed. Both parts were hand painted with aged brick colored American DecoArt craft paint purchased from a local hobby craft store. The windows were painted white with craft paint and canopy glue was spread thinly over the back side of the windows to simulate glass. The canopy glue must be allowed to dry for about six hours.



**The loading dock deck was aged and boxcar weathering added using PanPastels, #40.1, Burnt Sienna, Extra Dark, applied with a sponge wedge and a small brush.**

The end result of the construction of this kit did not turn out as nicely as I had hoped. This kit, which was probably available from the 1950s, is rather crude. The instructions were not in good order, but might have been quite satisfactory to the modeler of that era. The metal crafted parts were a hinderance in that they did not fit well with the basswood cut parts. But I have to admit that the kit was fun to assemble and taught me some lessons about what to look for in the next kit of this age and from this manufacturer.

I believe this structure could be scratch built with good results using the instructions from this kit as a guide.



**Although I am not completely pleased with the results of this kit, it certainly projects the image of a well-used and dilapidated rural or branch line freight station.**

### Up Coming

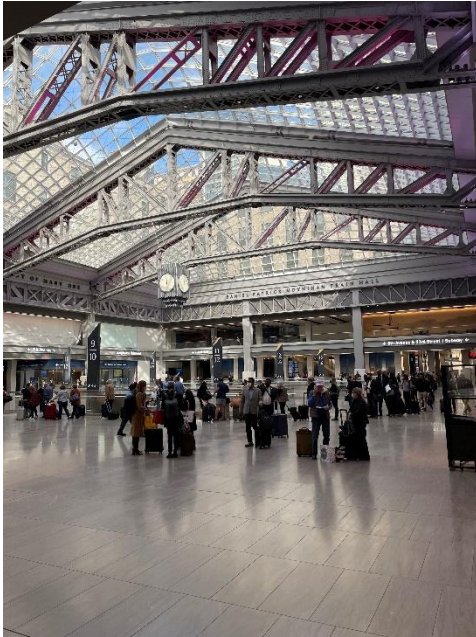
It is my plan to show the scratchbuilding of a covered bridge, how to construct the jigs for the many repetitious parts, and the assembly over the next two months. *Wish me luck!!*

And to the person who wanted to know, yes, there were (and may still be) covered railroad bridges used well into the twentieth century.



**North Woodstock, New Hampshire  
by Brent Danley, on flickr.com, Pinterest**





## Views of the new Penn Station in New York City

By Pierre Vautravers

I was visiting New York to celebrate my daughter's birthday and I decided that it was time to visit the station. It is very beautiful compared to the station under Madison Square Garden. The inner hall is named after our wonderful senator Patrick Moynihan. The signage is very clear. So is the public address system.



## Word Search

Submitted by Geoff Haines

# Schrader's RR Catalog

V M X T T P K S G E G U A G L R  
R E C Y P V H G S S Z K N B M H  
K V C N R A O O A D W O R R A N  
P I H L Y F O N M R O Z F L K Q  
E T A M X B T J Y A C H L D H F  
N O L Q A A L O P W X U I K O W  
N M L C F N B M K O M N R O R N  
S O E E I G V F P H K J F V S E  
Y C N V I F F F T F D G V T E V  
L O G B D C I G D I N E R T S A  
V L E M L G V C K M M P R X H H  
A C R I P A H C A H E T H Q O W  
N C M M Q H K G P P T D K M E E  
I B A L T I M O R E W J M H N N  
A P L H Q Y D T N R E H T U O S  
W G S L E E P E R V K J F M V G

[www.WordSearchMaker.com](http://www.WordSearchMaker.com)

BALTIMORE	GAUGE	PACIFIC
BIG BOY	HORSESHOE	PENNSYLVANIA
CABOOSE	HOWARD	SANTA FE
CHALLENGER	LOCOMOTIVE	SHAY
CURVE	NARROW	SLEEPER
DINER	NEW HAVEN	SOUTHERN
FOGG	OHIO	TEHACHAPI



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**We're All About Trains!**

