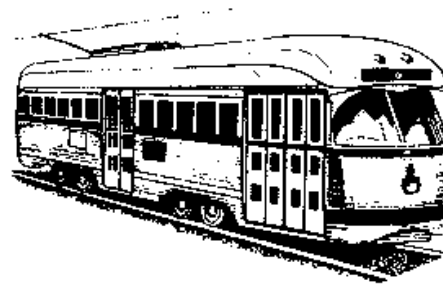


Lew Hoy: *President*

Howard Andrews: *Editor & Circulation*



March Meeting

Member in attendance were Alex Azary, Todd Bredin, Fred Cosgrove, Tom Dworman, Richard Fountain, Lewis Hoy, Ted Ramsay, John Wissinger, Howard Ziegel and Bill Zombory.

A number of the members brought cars that were run to christen Todd's new loop. A problem was discovered with the DUR Diode equipped cars not wanting to run on DCC.

President's Report:

- Pennsylvania Trolley Museum operates during the Washington PA County Fair August 15-21 and can always use helpers during that time. DUR would like to visit this year and help with that event. Members interested should contact Lew.
- There was also discussion of a Summer Picnic at Stark Park in Royal Oak where the Live Steam group operates. Date and details to follow.
- John Wissinger will host the May meeting. Details on date and time to follow.
- May 13th, 7:00 to 8:30 PM there will be an Interurban Talk at the Chelsea Public Library. Here is the information from their Web site on this event: "Join historian George Sparrow to learn more about the interurban railroad system in Washtenaw County and the role Chelsea played." The Chelsea Library is located at 221 South Main Street, Chelsea, MI 48118

The program was 25 questions about the club and the real DUR. This lead to a lively discussion and great information sharing. Following this Todd showed the video "Trolley Treasures", 77 minutes of real and museum action from 20 cites/location.

Module activity

Since the last meeting the Module group set up at the Redford Trainorama on March 21, 2010. Club turnout was great and DUR Member John Wissinger presented his clinic on Scenery at the show. Pictured right is one of our younger converts to the world of Traction Modeling. Great to see the young ones at the shows! Currently there are no immediate plans to be at any additional shows for the winter/spring season.



April 14th—Terry Bossick

APRIL MEETING

Saturday—April 17, 2010
1:00 PM to 5:00 PM

HOST:

Ted Ramsey & Alex Azary
3638 West Huron River Drive
Ann Arbor MI

CELL PHONE:
(734) 330-1830

The April meeting will be co-hosted by Ted Ramsey and Alex Azary at Ted's studio located at 3638 West Huron River Drive, Ann Arbor MI. Ted has asked if some of the module group will set up at his place for the day. As an incentive he is offering a free lunch – be there at 11:00 with your module and get a lunch. Everyone is asked to call Ted if you'll be attending the meeting, and module folks are especially asked to call if they want lunch... oh yea, and to make sure he know what will be there to run cars on. A separate map to Ted's is included in the newsletter to members.



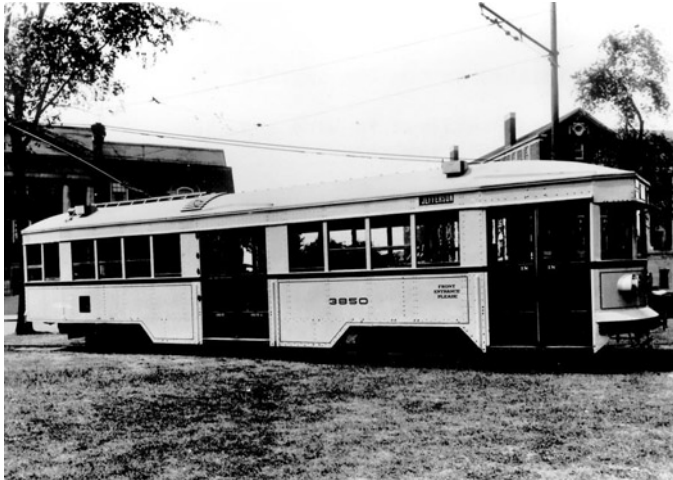
DUR Member Howard Andrews produced a limited run of PRC 3800 heavy interurbans – you may have seen his or Todd's running on the Mod-

ules. Well, Bob Dietrich of the East Penn club built his and sent this photo of the Prototype and his model... which is which?

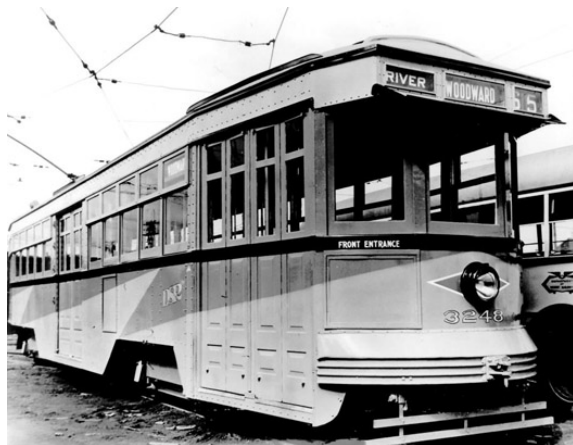


Experimental Cars – by 1938 only a miniscule portion of the DUR rail service was not with 1921-1930 era 2 man Peter Witt cars.

RIGHT—Three section articulated 5001-2-3 was built in 1924 by the Cincinnati Car Company to carry large crowds for the Highland Park Plant. It was a costly failure because of a design defect. The four 60 HP motors were mounted on the front and rear trucks which carried very little weight which made the car “slippery” resulting in very slow acceleration despite high maximum speeds.



LEFT—DSR build 3850 in 1920 to serve as a pattern for the final 130 Peter Witts built by St. Louis Car in 1930. This builder’s view was taken on the Waterworks Park freight spur.



RIGHT—#3248 was a typical 1921 model Peter Witt with rounded front.



LEFT—#3248 in 1940 after rebuild by the DSR. The new front end probably came from a scrapped Peter Witt that was gutted by fire. The Brill-77 trucks were rebuilt and covered with sheet metal to reduce and contain track noise. Performance was enhanced by replacing 35hp motors with 50 hp motors.



LEFT—#401 “Blue Streak” was built by the DSR in 1934 when 1 man Peter Witts replaced Birneys on the lightly traveled Woodmere line. The four 25 hp motors came from scrapped Birneys and were field tapped to give it performance well above the Peter Witts. World War II crush loads were too great to replace a Peter Witt so it was relegated to night and Sunday runs.

Please direct correspondence to:
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