

National Model Railroad Association North Central Region

Division 2 Newsletter

Volume 9 No 3 Fall 2023



Hi Opa,
I think it's time that you got a new computer.
There is no monitor and I can't figure out how
to get my email.



Newsletter Helper

Division Meeting

3rd Saturday of each Month

The meetings will continue to be live and virtual via zoom and will start again in September. Invitations and other details will be sent out to Division members by email the week prior to the meeting. Following Division business and member Show and Tell, we will have a presentation (TBD).

An Achievement Program evaluation event for the September 16th meeting is scheduled with Skip Luyk reviewing work done by David Zolnierek (Trackwork) and John Campbell (Motive Power). Please join us.

From the Editor

It's time to dust off that layout. Not sure what happened to Summer, but it is almost gone.

Our Division is preparing for the Open House and Operations event to be held on Oct 14 in the TC area. I know a lot of you may not want to spend the money for a hotel room if you are coming from several hours away. But keep in mind that this is a free event and that your significant other may enjoy a day away in the TC area. (Shopping, Fall Colors, Sites?) We have included descriptions of the layouts and an application for the event in the following pages. Hope to see you here.

This newsletter relies on articles and photos that we receive from **you**, our members. Have a favorite structure, loco or railroad? Share it with us. Thank you to all of you who have contributed to this newsletter. Send your photos (JPEG) and articles (MS Word) to us for our future newsletters. Our goal is to publish quarterly in March, June, September, and December. Deadline for submittals will be the end of the month prior to each quarter.

Crew Call:

- 09-16-2023
Division Meeting – Live & Zoom 12:30 – 3:00
- 10-14-2023
Open House & Operations
TC Area Railroads
9:00 am – 9:00 pm
- 11-18-2023
Division meeting – Live & Zoom 12:30 – 3:00
- 12-16-2023
Division Meeting – Live & Zoom 12:30 – 3.00

On the Switch List:

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Thank You,
Jens Hensel
jens.hensel50@gmail.com
Assistant Superintendent & Newsletter Editor



Super Sez...

Welcome to Fall . . . already?

First things first as we continue to gain new members! Welcome to Keith Aleo, who resides in the Traverse City area, and to T.J. Stratton from Cadillac. Welcome aboard Keith and T.J.!

Though we've never attempted it before, we've made great progress with our "Introduction to Operations" event which will take place on Saturday, October 14th. This is an all-day session with layout tours starting at nine in the morning, followed by afternoon and evening hands-on operating sessions.

Thanks to our members that are opening their homes for layout tours: Mike Burgess (BNSF), Doug Carver (Otsego & Mackinaw), Michael Coonrod (BNUP), Jens Hensel (LNAC), Davis Landis (SLW & NMRR), and Mike Cipko (Anthracite Lines). Thanks also to our operating layout owners: Al Johnson (New York Central RR), John Campbell (Ann Arbor RR), Pete Magoun (Saybrook Northern), Bill Horning (Rio Grande Midland), and Ernie Barry (East Raton & Santa Fe). Without their help, and the crew members they have recruited, this would not be happening.

On to the most important thing, we need YOU! Operating engineers and other crew members are needed to move freight and passengers from location to location. We hope that you can join us on the 14th. **Sign up now!** (See page 11 for the application)

Enjoy the last days of Summer!

Mike

Division News

Hi Everyone,

The NCR Board is in the process of creating a tri-fold brochure that will be used to promote model railroading, the NMRA, NCR, and Divisions. A portion of the brochure would include a map of the NCR and the individual divisions. However, there are currently 11 counties that are not included in a division. Eight of those are from the disbanded Division 7. The other 3 counties are in the Eastern UP.

Anyway, I've indicated to the region that including all three UP counties makes sense to me, but that we would need to amend our Bylaws to do this properly. What's another 6,500+ square miles among friends?

Will keep you posted on what transpires.

Mike Cipko

Proposed Bylaw Revision

All Michigan UP counties are in the Winnebagoland Division of the NMRA Midwest region, except for Luce, Mackinaw, and Chippewa. Don't know if there are any current NMRA members in those counties, but it seems logical that they would be included in Division 2.

The Division 2 Bylaws, adopted in 2015, actually list Chippewa County as included in the Tip of the Mitt division. I presume that is the case because we probably had a member up there at that time. However, I have never seen this shown on any map, NMRA, NCR, or otherwise.

We are proposing that Article II be amended to "include the 3 UP counties" as below. Changes are in *red*.

Article II Territory:

1. The Division shall operate in the counties of Alcona, Alpena, Antrim, Benzie, Charlevoix, Cheboygan, *Chippewa*, Crawford, Emmet, Grand Traverse, Iosco, Kalkaska, Leelanau, *Luce*, *Mackinaw*, Manistee, Missaukee, Montmorency, Ogemaw, Oscoda, Otsego, Presque Isle, Roscommon, and Wexford in the state of Michigan.

Article XIV Amendments:

1. Any member in good standing of the Division may propose an amendment to the By-Laws.
2. The BOD will review the suggested amendment and accept or reject the amendment as written.
3. If the amendment is accepted by the BOD, the BOD will determine whether to call a membership meeting to vote on the amendment or wait to vote on the amendment at the next Annual Meeting.
4. If the BOD rejects the amendment, the member may revise and resubmit the amendment.

Division News

Introductions to Operations
Participating Railroads *Layout Tours – Viewing Only*
Maps will be sent to all Registered Participants prior to the Event
Oct 14, 2023 9 am – 11 am

LNAC (Louisville, New Albany, and Corydon Railway) – Jens Hensel (Suttons Bay South)

Located just 10 minutes South of Suttons Bay are 4 independent railroads inside of a 15' x 21' room.

The 1st Railroad was originally built in 1962 by my father. It is a 4' x 8', 3-rail DC HO German Trix Freelanced Railroad. It was moved from downstate and upgraded over the years with new wiring, lighting, and building refurbishments.

Railroad #2 is another DC HO German freelanced railway. This build originally started downstate in 1975 and has also been moved and refurbished with new wiring and lighting. New structures have been added through the years. Layout size is 8' x 16'. Railroad #1 and #2 have been connected to appear as one.

Railroad #3 is tucked under Railroad #1 and #2 is a 2' x 6' N Scale German Christmas Layout. It was built in 2008 from all of my Dad's leftover track and buildings for display during the holidays. It is able to be "rolled" out of the train room and into the Den during the holidays.

Railroad #4 is the LNAC (Louisville, New Albany, and Corydon Railway) and the latest addition, started in 2019 and is approximately 99% complete. It is an HO Scale, NCE DCC, 3 level shelf layout. The NCE Power Cab runs the entire layout supplemented by Cell Phones with the WI Throttle App. LNAC is freelanced and based on a late 1990's theme. All factories and businesses names are true to the area. The layout is a point to point, operation but has continuous run capability. The layout is built around the perimeter of the room and "ducks" under the German Railroads.

Prominent features include:

- 1) A working scratch built electric vertical elevator to service the 3 levels,
- 2) Battery powered vehicles,
- 3) Street lights and lighting in all buildings.
- 4) Double swing up sections for room access.

Division News

Introductions to Operations

Participating Railroads *Layout Tours – Viewing Only*

Maps will be sent to all Registered Participants prior to the Event

Oct 14, 2023 9 am – 11 am

UP/BN - The Hellgate Canyon – Michael Coonrod (Interlochen West)

For decades, I have wanted to create a diorama of my hometown of Missoula, Montana. Inspired by memories of the Bitterroot and Clark Fork rivers, with the surrounding Rattlesnake and Bitterroot mountains. I'm modeling Union Pacific and Burlington Northern locomotives from around 1960 when I was a teenager. Six 4' x 6' modules have been constructed and are placed in a "U" shape for an 8 ½' x 12 ½' layout in a portion of our garage. Circa 1960, HO code 83 track, powered by DCC.

Otsego & Mackinaw - Doug Carver (Traverse City South)

Imagine that it's now in the late summer of 1958 and we've caught up with Doug in AuTrain. He has invited us aboard the business car Shelby, for the trip south. We settle into our comfortable seats as the attentive steward brings our favorite beverages for us to enjoy. A short time later we rolled through Chatham, where a local freight was doing some switching, then headed through the north woods to Eben Junction for a twenty-minute station stop to allow cars to be set out for the Pere Marquette interchange. Back on the road, we rolled past the log yards in Guelph and on up by the massive cement plant at Irons. Eventually we made Jamestown, for another twenty-minute stop, this time to set out cars for the C&O. Onward, we paused at Mokane for a brief station stop, then down through Ocqueoc, home of the highest waterfalls in the lower peninsula. Ocqueoc Falls (they're six feet high, so don't get your hopes up!). Ten minutes here and then it was off for the run to North LaSalle, which marks the entrance to the largest town on the northern end of the railroad. We detrain in LaSalle, thanking Doug for the ride, and the train continues southward to Zeeland, where it will terminate. And there you have it... from A to Z on the Otsego & Mackinaw!

BNSF (N scale) – Mike Burgess (Traverse City Northwest)

My layout is an N scale moderately sized representation of the BNSF RR during the early 2000s. The room is roughly 10 X 14 feet and is a three-level design along two walls, with a third wall containing a small yard. Scenery is of the West, mainly representing a fictitious route through northern Wyoming and south-central Montana.

The system is digital with a double track main roughly 90 to 100 feet long. Operations consist of four simple road jobs and one yard job. The design is a KISS design with manual turnouts. Digitrax CTC is available for cellphones with the appropriate App. (WiThrottleLite). Otherwise, I have two Digitrax throttles. Due to room size, space is somewhat limited.

Division News

Introductions to Operations

Participating Railroads *Layout Tours – Viewing Only*

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Oct 14, 2023 9 am – 11 am

Anthracite Lines - Mike Cipko (Old Mission Peninsula)

Many years ago, I fell in love with the southern Anthracite coal fields of Pennsylvania. Probably had to do with the fact that Dad grew up in Nesquehoning, a small borough along a tributary of the Lehigh River. Mountains and streams and culm banks. Well culm banks weren't my favorites, but they were just huge. The Central Railroad of New Jersey and the Lehigh Valley Railroad both followed opposite sides of the river north from Allentown toward Scranton. What an area to model!

That's what I'm doing now. With an 18' x 36' space we are currently under construction. HO scale, double deck, track on three walls with a "J" shaped peninsula on each level. Late 50's era, CNJ & LV proto-freelanced, with the CNJ yard at Mauch Chunk the focus of activities.

SLW & NMRR – Dave Landis (Traverse City Southwest)

The Soo Line, Wisconsin & Northern Michigan Railroad is an HO scale model layout powered by Digitrax, using hand-held throttles. It depicts a branch line of the Soo Line RR which traveled across Michigan's upper peninsula, from Sault Ste. Marie, west into northern Wisconsin. The era is the 1940s with small steam motive power and sound. When completed the railroad will operate as a point-to-point railroad. This is my attempt at using a small layout space for an interesting period railroad with operating opportunities.

I have always enjoyed the rail to water connection and the transfer of all types of freight which played a large part of railroading in the upper Great Lakes during the post WWII time frame. The branch line is freelance depiction of small cities, small harbors and wharfs that transferred commodities and freight from rail to marine vessels and vice versa along with the unique challenges that this operation presents.

The railroad is being constructed in a relatively small room on 3 walls, 11' X 14' X 5', with a peninsula in the middle. Track has been laid and powered along one wall (2 ½ x 11'), and includes an industrial area, car float operation with float bridge and tower, small yard, crane operations to load and unload small barges and boats, with a small automobile/ passenger ferry and a passenger station with a passenger car service track. This small harbor includes a light house marking the harbor entrance.

At the opposite end there is a small engine facility featuring a single stall engine house, a powered 90' turntable, coal, water, and sanding towers. Also in this area is a small wharf and fishing village that will be constructed on foam insulation board which will slide into position after construction and details are completed on the work bench.

Division News

Introductions to Operations

Operating Layouts - By Invitation Only

Oct 14, 2023 12:30 pm - 4:00 pm

Maps will be sent to all Registered Participants prior to the Event

East Raton & Santa Fe - Ernie Barry (Northport)

Seven miles north of Northport at the tip of Leelanau peninsula you will find the home of the EAST RATON AND SANTA FE, an HO scale semi-prototypical railroad depicting the Santa Fe mainline in 1952 over Raton Pass in north-eastern New Mexico. This era supports both steam and 1st generation diesels, all DCC and sound equipped. This is a walk-in layout, with a folded dog bone style and a center peninsula. All in a finished 30'X40' carpeted room.

There is a mainline run of 200' (400' of double track) and 60' of an interchange (Colorado and Wyoming) railroad.

The railroad scenery is 100% complete using many types of materials and techniques. The backdrop is hand painted from prototype photos. The operating system uses Digitrax Simplex radio throttles and cellphone Wi-Fi is available.

The "Pass" is signaled and dispatched with telephones and simple train orders. For a preview of what to expect, Google "Ernie's Grand Premiere of the East Raton and Santa Fe".

New York Central - Al Johnson (Interlochen West)

The New York Central Railroad is modeled in HO scale, free-lance style, set in the 1950's. This is a "T" shaped layout, with the left side of the "T" in an adjacent room to the left. Main line trackage consists of double ovals in the top of the "T" along with a figure-eight configuration down into the leg. This is a single level layout, in a 300 square foot area with 150' of track on the mainline. Features a classification yard with engine facilities and a 90' turntable. Powered by a DCC Digitrax Duplex system.

Division News

Introductions to Operations

Operating Layouts - By Invitation Only

Oct 14, 2023 12:30 pm - 4:00 pm

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Ann Arbor - John Campbell (Old Mission Peninsula)

Step back in time to the late 1920's and early 1930's. The Great Depression has swept over the nation, but the resilient Wabash-affiliated Ann Arbor Railroad continues to soldier on as a connector railroad between Toledo, Ohio, and Elberta/Frankfort in Northern Michigan, providing car ferry service across Lake Michigan to ports in Wisconsin and Michigan's Upper Peninsula.

This layout focuses on the Northwest Division of the Ann Arbor Railroad, from Cadillac to Elberta. Connections to other railroads are in Cadillac (Pennsylvania RR) and Thompsonville (Pere Marquette). This two and three-level HO scale model railroad focuses on the beautiful scenery of the area and features the large rail-marine interchange with the Ann Arbor car ferries at Boat Landings (Elberta), including an HO scale model of the car ferry Ann Arbor No. 4.

There are several small industries and businesses along the route, and several grades requiring helper locomotives. Also featured is Railroad Point, the Ann Arbor's lakeside trackage hugging the shores of picturesque Crystal Lake. The point-to-point layout features Prodigy Wireless DCC and operates with a central dispatcher and train orders with both passenger and freight operations. The layout is approximately 20-30 percent completed and is certainly a "work in progress."

Oct 14, 2023 5:30 pm - 9:00 pm

Rio Grande Midland - Bill Horning (Suttons Bay)

Located in Suttons Bay, the Rio Grande Midland Railroad is an HO scale proto- freelanced combination of the D&RGW and Colorado Midland Railroads between Pueblo and Grand Junction, in central Colorado. The time frame is the steam to diesel transition era of the early 1950's. The railroad is a 26' x 46' duck under walk in, around the walls, double deck layout with two peninsulas and a mainline run of about 368 feet. Scenery is about forty percent complete using hard shell, carved foam, and carved plaster with various ground covers and backgrounds of the prototype area. Steam and diesel locomotives have sound on board and are controlled using a Digitrax DCC system, using wireless throttles or cell phone apps.

Division News

Introductions to Operations

Operating Layouts - By Invitation Only

Oct 14, 2023 5:30 pm – 9:30 pm

Maps will be sent to all Registered Participants prior to the Event

Saybrook Northern - Pete Magoun (Old Mission Peninsula)

Located on the Old Mission Peninsula, the Saybrook Northern is a proto-freelanced railroad celebrating the railroads of northern New England in September 1954. It's a triple-deck affair in a wrap-around configuration that includes a peninsula into the middle of the 18 x 22'10" space. Travel between decks is facilitated by helices, of which there are three. As this is very much a work-in-process, scenery is perhaps 10% complete, although there are indications of future scenery all the way around. Communities are fictitious, but all will have the northern New England flavor when "finished." Look for commuter, milk, newspaper/magazine, grocery, paper, and various industrial operations in addition to through and local passenger operations. NCE electronics and TT& TO control keep things moving.

ADDITIONAL INFORMATION

"Operations" means different things to all of us. We are not strict with procedures and our only goal is to have a wonderful time. Car Cards are not used, think stress free!

Most layouts are on lower levels, accessible only by stairs. In the event of wet weather, please bring slippers or dry shoes to wear prior to entering residences.

Food and lodging are the responsibility of each participant. Make lodging reservations promptly as this is leaf-peeping season!

There will be a Zoom Meet & Greet, online gathering, at 8 pm on Thursday, October 12th .

The earlier that you register makes it easier for us to plan! No charges or fees required to participate.

Donations are appreciated and checks should be made out to "North Central Region NMRA"

Confirmation, directions, Zoom invitations, and other information will be sent out by email. Please email completed forms to Mike Cipko at: mcipko@charter.net or snail mail to 2411 Twin Eagles Drive, Traverse City, 49686. Questions? Contact Mike at the same email address.

Please be aware that US31/M72 and other arteries in Traverse City will be under construction starting Sep 11.



Division News

NCR DIVISION 2
INTRODUCTION to OPERATIONS
OCTOBER 14, 2023
Registration Form
Revised 07/06/2023



Name: _____ Phone: _____
Address: _____
City: _____ State: _____ Zip: _____
Email address: _____

Please list requested operating partners. Maximum two.

Please circle your level of operating experience, 5 = High.

1 2 3 4 5

Layout Tours

o Please check 3 layouts that most interest you.

9:00 am – 11:00 am

- Otsego & Mackinaw (Traverse City South)
- Louisville, New Albany, & Corydon (Suttons Bay South)
- BNSF (N Scale) (Traverse City West)
- Burlington Northern/Union Pacific (Interlochen)
- Anthracite Lines (Old Mission Peninsula)
- SLW & NMRR (Traverse City Southwest)

Intro to Operations

- o Must sign up in advance.
- o Please rank your choices in each time slot as 1st , 2nd , or 3rd.

12:30 pm – 4:00 pm

- East Raton & Santa Fe (Northport)
- New York Central Railroad (Interlochen)
- Ann Arbor Railroad (Old Mission Peninsula)

5:30 pm – 9:00 pm

- Rio Grande Midland (Suttons Bay)
- Saybrook Northern (Old Mission Peninsula)

Registration Deadline - 9/14/2023

Clerk Report

Membership Information from Bob Crocker and Mike Cipko

We currently have 46 Active Members.



**Strike up the band.
Membership keeps growing.**

Paymaster Report

**Financial Information
from David J Zolnierrek
Division 2 Paymaster
End of August 2023**

• Regular Share Previous Balance, End of June 2023	\$241.94
• Checking Account Previous Balance, End of June 2023	\$1381.81
• Regular Share Deposits June through August 2023	\$1.59
• Withdrawals June through August	\$0.00
• Ending Balance August 2023	\$1625.34

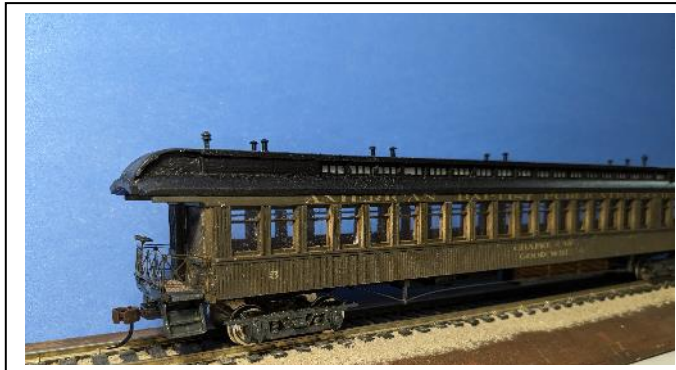
Around the Division

Chapel cars by Walt Wyatt

If you have a railroad west of the Appalachian Mountains between 1890 and 1946 you might have a chapel car on a siding next to a small town station. The Episcopal Diocese ran a car in the UP # 2, (1894-1905) and the American Baptist in upper Michigan car # 6 (1900-1935). Many were in towns where forest fires burned down the church.



American Baptist Chapel Car

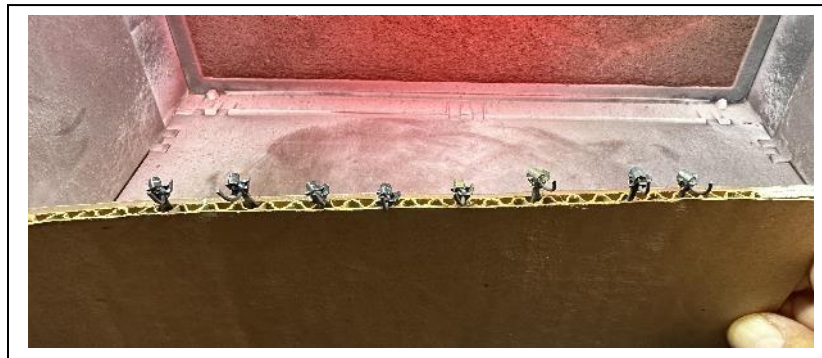


Below are the pastor's living quarters and office of a Baptist car. 1/4 of the car. Very spartan. Pastor could have a wife but NO children. The other 3/4 of the car was the chapel with a pump organ, pulpit, chair and table. The pews were wood. The car would be placed on a siding next to the station and stayed until a congregation was large enough to build a church. A very hard life for the pastor as most locations were called " Hell on Earth". The location was made up of brothels and saloons.



Around the Division

Coupling Holders for Weathering by Keith Aleo

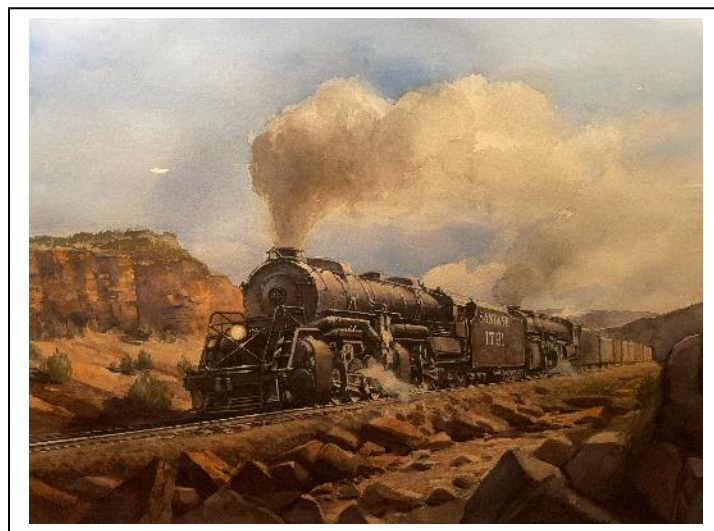


How to hold couplers for weathering - using a piece of corrugated cardboard.

Water Color Painting of ex-N&W Mallet 2-8-8-2

A number of these engines were purchased and used by the Santa Fe because of a power shortage for troop trains during WWII. Intended to be used to lift trains over Raton Pass in Colorado/New Mexico they proved too slow to maintain schedules and some were scrapped, others sold to the Pennsylvania Rail Road after the war.

This painting, a surprise birthday gift from my wife, was done by a close friend of mine, Bob Hubbach. Unfortunately he passed away one year ago but the painting hangs proudly in the crew lounge of the EAST RATON & SANTA FE.



Ernie Barry

Around the Division

Pacific Southwest Region Convention

June 7-11 Flagstaff, Arizona

By Al Johnson.

Thinking we needed to try a new way to travel we left our truck and travel trailer at home and flew to the PSR 2023 Convention, hosted by the Arizona Division, PSR, NMRA In Flagstaff, Arizona.

There were 477 people signed up for 28 clinics and 12 layout tours for the 5 day event. Included were a Hobo Breakfast, Hobo Auction, Swap meet, Grand Canyon Railroad Engine House Tour, and Railfanning at the Flagstaff Train Station.

The focal point of the convention was a train ride to the Grand Canyon. This was a private chartered train for NMRA members and guests only. The train was headed up by steam Locomotive #4960, a 2-8-2. The same 2-8-2 we visited the day before on the Grand Canyon Railroad Engine House Tour. (Everyone had a chance to get into the cab, look around, sit in the seats as long as they wanted to. (Also do the same with two diesel locos.) The train was made up with four older coaches that had been restored. It included a pullman class, a coach class, a first class and a luxury parlor car for adults only and a café car with our box lunches. On the trip back the train stopped part way to let people get off for three high speed photo & video passes.

The contest model room was open for three days to let everyone look at the entries. People could also watch the judging and could volunteer to judge, which I did do. It was a great experience for me. I was teamed up with an experienced judge from the judging committee. I kept my copy of the judging guidelines for future use.



Around the Division

An Alternative Method for Wiring a Turntable

By John Campbell

Several years ago I purchased an HO scale 75 foot turnout kit from Diamond Scale products based out of Alliance, Ohio. Diamond Scale makes these turntable kits for a variety of scales and turntable sizes. The basic kit comes with a cast resin turntable pit, a bridge which requires significant construction, and an attached mounting block to mount from below the tabletop. There is also quite a bit of included hardware to spin this turntable around, including a simple manual geared-type device connected to a fascia-mounted control wheel via U-joints and rods. A very clever and simple design from these folks. For those of you unfamiliar with these kits, they are definitely craftsman-type projects which require quite a bit of construction, planning, a bit of know-how, and a few choice cuss words along the way!

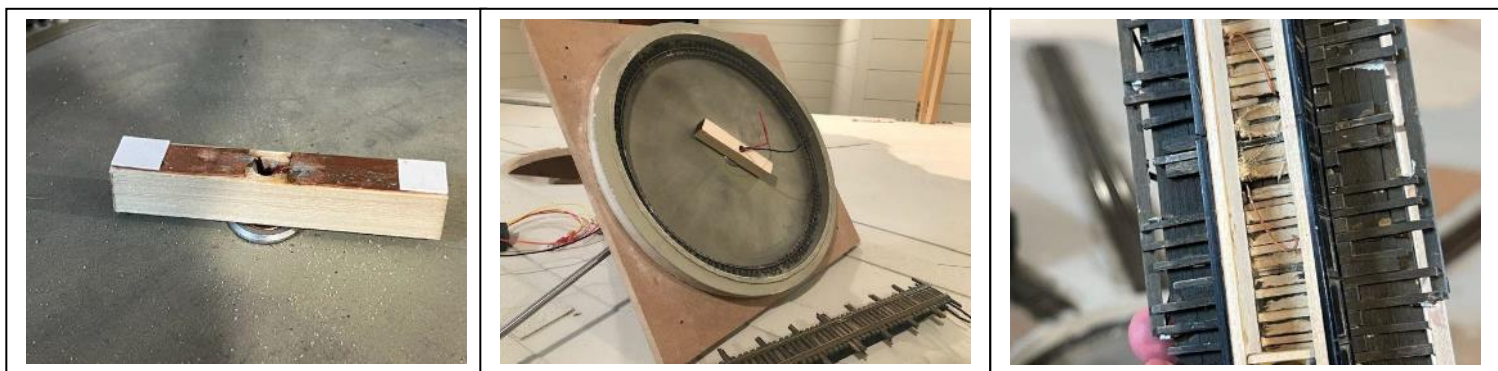
I was trying to replicate the prototype 75 foot turntable in Elberta, Michigan for my Ann Arbor Railroad. So, I put this thing together and was quite pleased with how it looked. Great! Project over! Now, how the heck do I run locomotives on this thing? The obtuse instructions from Diamond Scale had me powering a circular rail that runs along the edge of the pit on which the ends of the prototype bridge spun. There was a flimsy cast metal “truck” and motor that looked quite prototypical. The other electrical supply was to come from the solid steel rod that served as the axis of rotation for the bridge. Apparently, in theory, one could run small feeder wires to the rails of the bridge from these two sources. On the prototype, of course, electrical supply to the turntable motor came from overhead wires that attached to a spinning connection at the top of the catenary (see photo). By the way, this structure still stands in Elberta.



Looking at this problem, it came down to two issues. First, how do I get power to the turntable rails? Second, how do I plan for track polarity issues with the tracks coming to and from the turntable? The answer ended up being quite simple. I discarded the solid steel rod that served as the central axis of the bridge, and replaced it with a same-sized diameter brass tube. I connected a wooden spool to the bottom of the brass tube, with copper strips secured along the top and the bottom of the spool. I then drilled a small hole above the spool and ran one of the wires to the top copper strip through this hole. The other wire I routed all the way down the tube and then out to attach to the bottom copper strip. The connections are soldered. A wooden bracket was constructed around this spool to allow large, partially stripped (14AWG) feeder wires from the main DCC bus to act as electrical brushes (see photos).

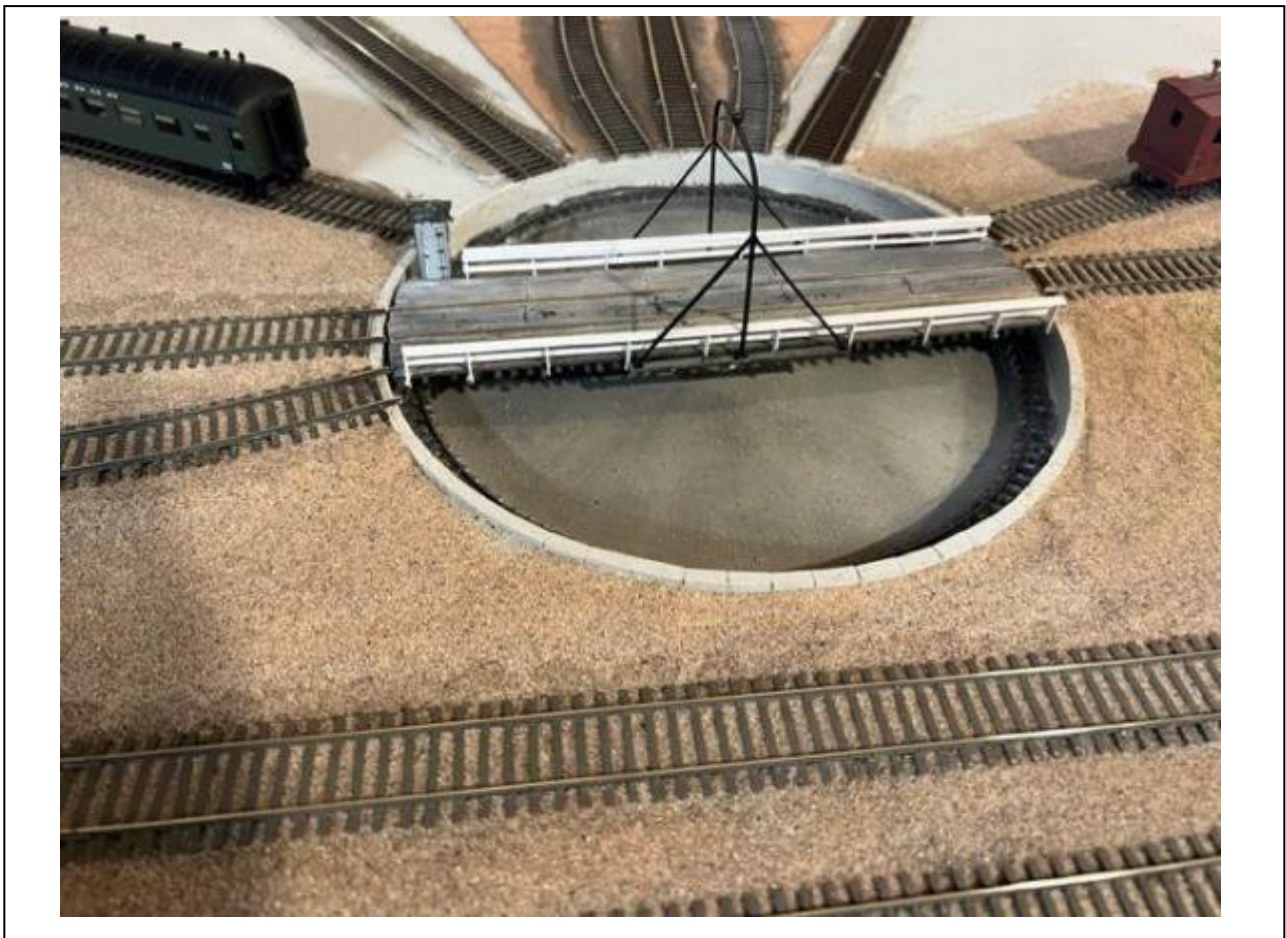


Next, the wires at the top of the tube are cut to size, stripped of insulations at the tips, and soldered to copper strips which were epoxy-glued to the top of the bridge support. Feeder wires from each rail on the bridge were then looped under the ties to rest upon the copper strips of the bridge support (see photos). The electrical connection at this junction was enhanced with a dab of dielectric grease. Finally, an auto-reverse module from MRC is placed between the main DCC bus and the power to the brushes. This allowed for the track polarity to be instantly reversed when running locomotives onto tracks with reversed polarity, much in the same manner as a reversing loop or wye.



Once this was installed, and much to my surprise, it actually worked! The turntable is rather simple compared to some of the other models available, such as from Atlas.

And, if you don't mind a manual control wheel to align the turntable, this might be a project for your model railroad. Happy model railroading!

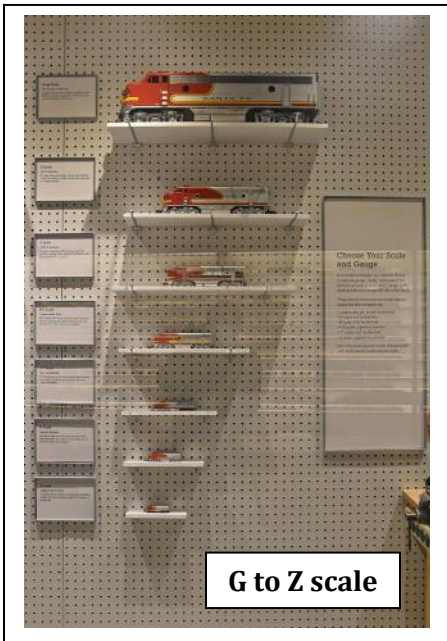


Around the Division

California Railroad Museum Sacramento, CA Visit By George Hermach



In June while in California, my wife and I visited the California Railroad Museum in Sacramento. We've been to several other railroad museums in the past but this was our first visit to this museum. The museum has a lot of historical rail equipment: steam and diesel locomotives, freight and passenger cars, and other exhibits. But what sets this museum apart was an exhibit sponsored by the NMRA called "The Magic of Scale Model Railroading". It was an interesting exhibit with display cases of locomotives, freight and passenger cars, and other items in the various scales model railroaders chose. Also, there were several very realistic diorama scenes featuring model trains, but no operating layout. If you are in the Sacramento area, this museum is worth a visit.



G to Z scale



Around the Division

Catenary on a portion of our Monon layout. *By James Matuszak*

My friend Dan Ramoie and I just finished installing catenary on a portion of our Monon layout. We had a separate section of the layout where we previously modeled the Wabash and its interchange with the Monon at Delphi, IN. The section is 38' long and includes the Monon interchange as well as a couple of industry sidings, a yard area, and freight house. I had accumulated a number of South Shore brass models over the years and figured it was now or never to get them painted and running. I grew up in Michigan City, the home of the South Shore, and had observed their equipment all my young life.

We felt that running these models on the old Wabash portion would not look right without installing catenary. The installation proved to be a challenge as the old Wabash, soon to be South Shore trackage, was primarily along the wall about a 30 inch reach from the layout edge with all of the buildings and scenery in front of it. It was a project with challenges that basically required engineering "on the fly" and was certainly not for the faint of heart! It also required some serious geographic "modelers license."

The first and primary challenge was stringing the messenger wire and contact wire. We used a product from Berkshire Valley that worked very well. Stringing the two wires basically requires three hands and keeping your hands out of the wire. To solve this problem Dan built a "wire car" with a spool of wire on it that was pulled slowly by our best running low speed engine. This car is shown in action stringing the messenger wire in photo 7792.



Photo 8134 shows a 927-ton electric motor #902 working the interchange as car #15, an Eastbound single car passenger train, rolls by on the main.



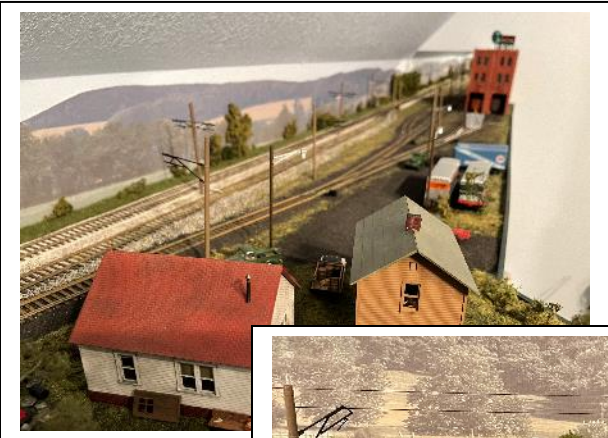
Photo 8110



Photo 8123

Photo 8110 shows car #15 as it continues its run with a stop for a passenger at the whistle stop station in Delphi.

Finally, photo 8123 show car #15 rolling past the area Gulf distributor Homant Oil's truck yard.



The view of what is becoming the SS yard.



This is what we used to hold the wire as it was being strung. Dan also made it.

A view down the layout showing where the South Shore line is going. Also had to deal with a sloped ceiling for added excitement!



Around the Division

July 2023 visit to the Miniatur Wunderland in Hamburg Germany By Jens Hensel

Just amazing. This was our 2nd trip to the Miniatur Wunderland in Hamburg. This time we took our Son and family with the two grandsons.

There are 2 buildings (with a bridge across the real harbor canal to connect it all) and 3 Floors of HO Model Trains. Much has been added since our last visit 6 years ago. This project started in Dec 2000. With hundreds of thousands of details and over a million working hours, various themes (countries) from real sites to fantasy cities.

They are still busy building new theme worlds. Monaco and Provence are currently being created. Patagonia, the Atacama Desert, the Andes, and the Rainforest are coming as well. Asia is planned for the future.

Stay up to date and catch them on youtube; www.youtube.com/MiWuLaTV

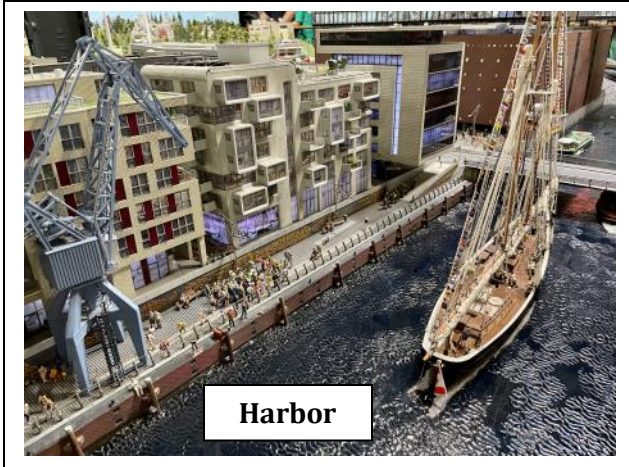
Figures as of Aug 2022:

- **Model Surface - 16,630 Sq ft.**
- **Theme Worlds - 10**
- **Track length - 53,000 ft.**
- **Trains - 1,120**
- **Rolling Stock - 10,450**
- **Longest Train - 47' 7"**
- **Signals - 1,392**
- **Turnouts - 3,517**
- **Computers - 53**
- **Lighting - 497,000**
- **Figures - 289,000**
- **Trees - 137,000**
- **Real Water - 7,926 Gallons**
- **250 Driving Vehicles**
- **40 Airplanes that take off/land**
- **Day/Night Simulation every 15 min.**
- **350 Part and Full time Workers**
- **Construction Cost - 40 mil USD**

I took hundreds of pictures. A few of the examples are shown below. Just google Miniatur Wunderland for the five-minute video.



The Grands enjoying the Railroad



Entrance Cost 20,00 Euro for adults, 17,00 Euro for Seniors, 12,50 Euro for Children under 16.
Book on-line early. 2-3 month wait to get in. Worth the trip.

Guest Pages

Power Pickup

By NCR AP Chair - Skip Luyk MMR©

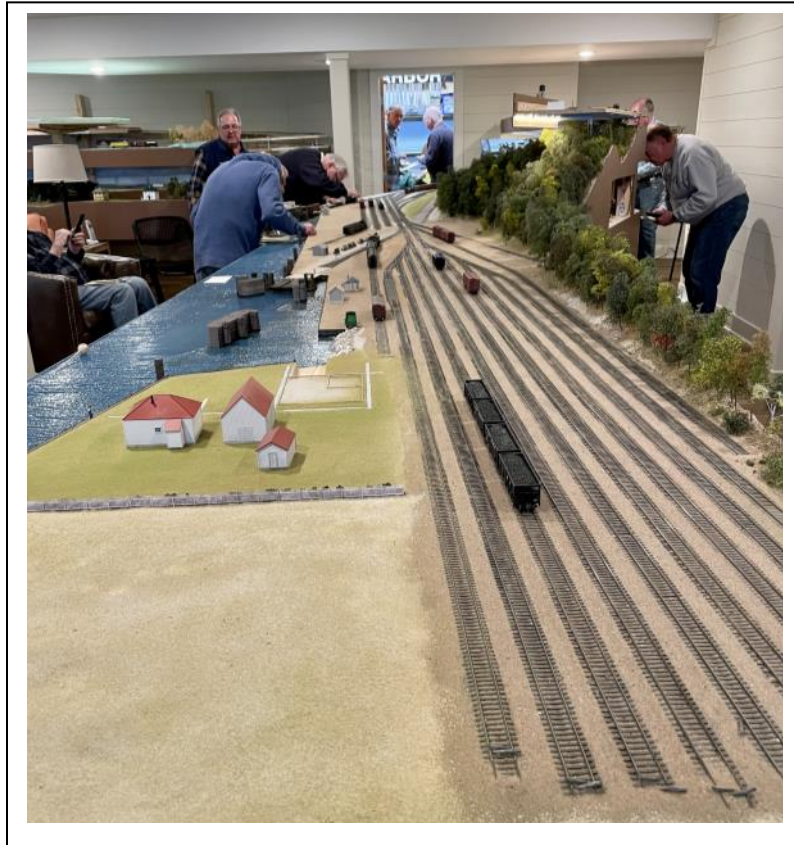
The latest acquisition for my A&BR RY is this NWSL 2-6-6-2T. Originally built for the Saginaw (Oregon) Lumber Co. as their # 4. The loco has been re-motored, painted and weathered and modified for all wheel pickup as shown in the photo below.



Bronze wheel wipers cut from .006" sheet were soldered to a PC tie strip that is epoxied to the loco's bottom plate, one for each engine. A very flexible wire was soldered to each strip along with the wire from the sound decoder. There is also a "keep-alive" circuit installed. The loco runs beautifully and is used wherever big power is needed.

Mystery Layout

Who can identify this famous layout?



(Summer Newsletter's answer was:
Pete Magoun's Saybrook Northern Railroad
(In Traverse City MI)

River is the "Banganoggin"

AP Corner

Sep, 2023

Pete Magoun, MMR©

After a summer of heat and High Humidity (bleah!!), our September Get Back in Training Division Meeting should be laden with eye candy. You may recall that we ran out of time to evaluate Dr. Campbell's TWO locomotive conversions at the May meeting, and Jens favored us with a couple of photos of David Zolnierek's scratchbuilt turnouts in the May newsletter. All of these items will be up for evaluation and discussion at the September meeting on September 16.

We've invited NCR AP Chair Skip Luyk, MMR, to join us again for the festivities, and I'll need a volunteer or two to participate in the evaluation process. If the results are as I anticipate they will be, we should see additional Merit Awards, and may witness the completion of the requirements for Dr. Campbell's Master Builder Motive Power certificate.

And in Other News, as you know by now, we're hosting an Introduction to Operations event in October. If you're one of those hosting or helping at the event, have a good look at the Association Volunteer certificate requirements and be sure to add in the appropriate time units for what you do for the Division at that event.

Cue standard closing remarks.

But what of the rest of you? Are any of you contemplating using the Achievement Program for its intended purpose, which is to stretch your skills and abilities to improve the quality and joy of your hobby? Are you laden with questions on how things work or what is necessary? And are any of those questions you're afraid to ask because they're "dumb," but you still don't understand the answers? If so, then ask ahead, because there are *NO* "dumb questions" here. Again, the whole purpose of this process is to educate you, to help *You* become a better modeler and get more joy from *Your* hobby....

As I mentioned in our last Newsletter, if you have questions or comments on any of the AP stuff, I'm easy to find. Let's hear from you!

High Green!

08/20/23

AP Corner

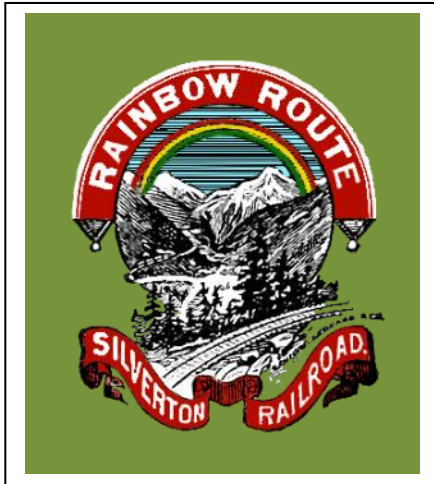


Congratulations go to David Zolnierek who won some prizes at the 2023 Denver Narrow Gauge Convention. The passenger car previously received a merit award from the NMRA.

The NMRA Achievement Program is designed to challenge the skills of the modeler. The Achievement Program is divided into eleven categories covering different aspects of the hobby and the NMRA. As members of the NMRA earn credit in the different categories, awards are presented to signify the member's achievement. All current AP Awards are listed in the NMRA Magazine each month. Those who have earned the Master Model Railroader® award are listed both by number and by Region on this website.

Need additional information?

Please reach out to Pete Magoun - MMR©. orion@chartermi.net



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\$20.00 FOR THE YEAR
CONTACT DAVID ZOLNIEREK
djzolnierек@gmail.com**

Other Coming Soon Selected Michigan Events:

9/16/2023
9/23/2023
9/24/2023
10/14/2023, 11/18/2023
10/22/2023
10/29/2023
11/5/2023
11/19/2023
11/26/2023

Battle Creek Train Show
Mt Clemens Train Show
Lansing Model RR Club
Greater Grand Rapids Fall Train Show
Taylor Town Train Show
South West Michigan Train Show and Sale
Lansing Model Train Show and Sale
Division 6 Fall Show and Workshop
Southeast Michigan Railroad Show

Marshall
Mt Clemens
Lansing
Wyoming
Taylor
Kalamazoo
East Lansing
Livonia
Ann Arbor

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