

# Division 2 Newsletter

## TRAVERSE CITY YARD EVENT

SATURDAY, SEPTEMBER 9, 2017, 1 - 4 PM

PENINSULA TOWNSHIP FIRE STATION #2

B150 CENTER RD, TRAVERSE CITY, MI, 49686

It must be the season, because the colors, they are a changing! That's what I see as I drive around the area. You can change some colors too. Join us for the Air Brush clinic at our next Traverse City Yard meet.

Dan Ramoie will lead us through the steps of air brush painting. You may remember Dan from our January session at Jim Matuszak's. Along with Dan's background in model railroading, he has a wide range of air brush experience dating from his years of employment at DeYoung's in downtown TC. He will go over air brush selection, care and operation and then we can all try it for ourselves.

You will be able to practice on boxcar shells that will be provided or bring something of yours that is ready to paint. Bring your favorite paint or use one of our paints that will be available. Other things that you could bring are your air brushes, an air supply, a cardboard box to be used as a spray booth and extension cords. We'll have some extra air brushes on hand for those that need one. Reminder that we are spray painting, so be ready to protect glasses, watches, clothing, etc.

Don't forget show and tell. We love to see what you are working on for your layouts. It provides inspiration and motivation for us all. Bring your current project and tell us about it. If you don't bring something you'll owe the kitty fifty cents, or maybe more! Donations help cover the cost of materials for future Yard Event.

Mike Cipko

### Other Selected Events:

9/14/2017	NCR 2017 Convention (4 Days)	Grand Rapids, MI
10/14/2017	Petoskey Yard Meeting	Harbor Springs, MI
11/18/2017	All Division Meeting	Traverse City, MI



#### Crew Call:

- 9/9/2017 - Traverse City Yard Meeting—Old Mission Fire House #2
- 9/14 — 9/17/2017 - NMRA NCR Meeting Grand Rapids
- 10/14/2017—Petoskey Yard Meeting
- 11/18/2017—All Division Meeting Traverse City

#### On the switch list:

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## Super Sez...

Greetings and welcome, hope your summer is going well, before I say anything else there are some important thank you's. Thank you to John Cole Assistant Superintendent; Dave Comer Petoskey Yard Master and Ernie Berry Traverse City Yard Master for your service to the division these last two years. The success of our division starts with the division officers and their dedication to our activities. Next, we have had some great yard events and look forward to more to come. Finally, my last thank you is for your vote of confidence in electing me as your Superintendent for a second term. It has been a pleasure working with the Board of Directors and all of you the division members as we build the "Tip of the Mitt" division.

As you know Northern Michigan is a favorite retirement destination. Also, model railroading is a favorite hobby in retirement. We have discussed finding more of the "lone wolves" that are up here somewhere. Last week I was introduced to one at church. He has been retired up here for five years and has three layouts of various gauges and sizes. I won't go into detail but we may have a new NMRA member soon. The lone wolves are out there and we just need to look for them. The more the merrier was never truer than with this hobby and the NMRA.

As you enjoy the closing days of summer remember what rainy days are for. Yes, it rained enough in May to last for a while but we can always use more. Those layout projects are waiting for rainy days and your presence. Speaking of planning, plan now to attend the NCR convention in September. The dates are September 14 -17 in Grand Rapids. It has been said that the NCR conventions are better than the national conventions. This is partly due to the travel time and cost. The host division organizes great clinics layout tours operating session and prototype tours. All this packed into four days of where you can pick and choose your favorite events. Just getting together with the current and new fellow modelers is worth going. Everyone I've talk to that has attended a regional convention says that they will be a regular attendee in the future. If you have not done so plan on attending the regional this fall with us for a great time.

Looking ahead to this fall we would like to hear from you about yard event topics. Dan Ramoie will be doing an airbrush clinic so get them out and get ready. Scott Pandorf will continue with his decoder install clinic. This part will be mostly hands-on so bring your engine decoder and soldering iron so it will be running by the end of the session. Both our Yard Masters would like to hear from you with not only what clinics you would like to see but also what clinic you would like to present.

One last big thank you goes to our Trainmaster, who has been producing these fantastic newsletters. I receive the newsletters from the other divisions and while they are all good, ours is simply awesome so thanks Scott. Have a fantastic late summer and early fall, I hope to see you soon.

*Dave*

**Petoskey Yard Meeting—April 22, 2017  
Ron Kurtz Layouts**



**Pete presenting David Zolnierak with the Master Model Builder—Structures AP Certificate**

**All Division Meeting—Charlevoix  
May 2017**



# My Layout Progress: Mike Cipko

My layout has been in the planning stage for many years. Paralysis by analysis has been biggest obstacle to any progress. Construction of the Anthracite Lines, however, is currently under way. The HO point-to-point layout will be double decked with a single track main on the upper level and a double track main on the lower level. Staging yards will be included at both ends of the layout. It will emulate Lehigh Valley and Jersey Central trackage following the Lehigh river between Allentown on the east and White Haven to the northwest. Yard areas will be homasote on plywood and main line roadbed will be made of homasote splines. The two levels will be connected with a double track helix. It's a big project to take on, but we're looking forward to the challenge.

MAUCH CHUNK, PA - January 25, 1958

The Lehigh Coal and Navigation Company (LC&N Co) Board of Directors announced here today that they have obtained a majority interest in the major anthracite carriers of the Carbon County region. Company attorney John G. Cipko informed reporters that the Lehigh & New England, Delaware & Hudson, Lackawanna, Reading, Central of New Jersey and Lehigh Valley Railroads will operate under the control of the Consolidated Anthracite Lines.

A division point yard and corporate offices will be located at Mauch Chunk and the



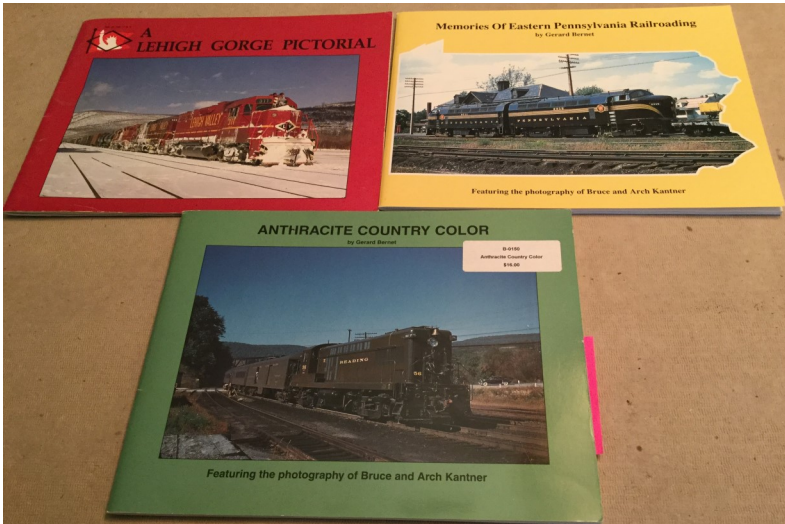
# My Layout Progress: Mike Cipko



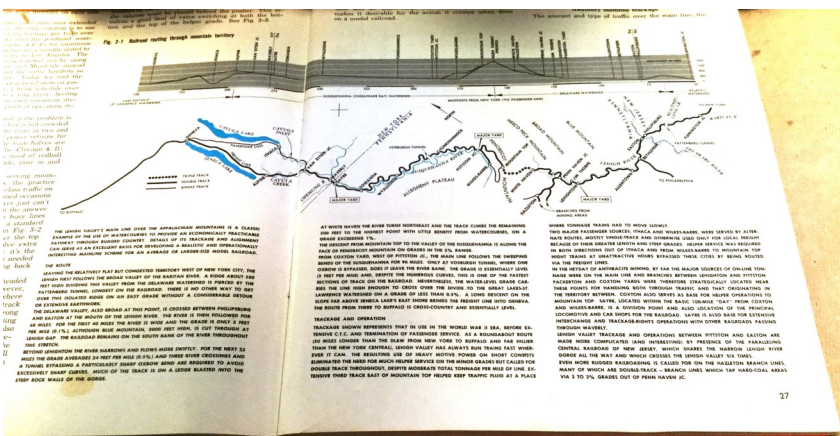
main line will run from Jersey City on the east to Buffalo on the west. The railroads will maintain their current livery and share trackage and facilities. Efforts will be made to eliminate duplication where feasible. The Consolidated Anthracite Lines will trade on the NYSE with the "COAL" stock symbol.

## LC&N HISTORY -

Founders Erskin Hazard and Josiah White originally formed the Lehigh Coal and Navigation Company (LC&N) in 1822. They bought out partner George Hauto and combined the Lehigh Coal Mining Company, the Lehigh Coal Company and the Lehigh Navigation Company into the LC&N. Early efforts included construction of the Lehigh Canal in the lower reaches of the Lehigh River and the Mauch Chunk & Summit Hill Railroad. This was a 9.2 mile switchback railroad comprised of inclined planes and chutes that connected the mines in Summit Hill, Lansford and Coaldale with the canal landing in Mauch Chunk. A catastrophic flood in 1862 started the



demise of the canal system and prompted the LC&N to construct the Lehigh & Susquehanna railroad which was leased to the Central Railroad of New Jersey in the 1870's.



# AP Corner

Pete Magoun, MMR

When last we met, we discussed the Achievement Program in general terms, and I mentioned that the “Paperwork” required is no more difficult than writing a sixth-grade paper would be for you today. ‘Tis truth. All that paperwork has to do is tell the evaluators what you tried to do; the evaluators can then look at the model and figure out how well you did.

There are a couple of wrinkles, though, and these become important if your model is headed for a contest. In a contest, the judges cannot discuss things with modelers, so the paperwork has to speak for the modeler. In an Evaluation, which is what you’re most likely to see in the NCR now that the NCR has moved away from the Contest model in favor of the Showcase model for conventions, you can discuss things with the evaluators, which is good, as the paperwork doesn’t have to be as comprehensive, but you’re still better off going through the process and documenting your build.

As you document your build, remember that “Copy and Paste” is your friend. In a contest, the Construction judges don’t look at Conformance, Finishes, Detail or Scratch building, and vice-versa. The judging teams concentrate on one category only, and they do it for every model in the contest. In an evaluation, everyone looks at everything, so what you write here could be seen there. But.... It might not be. If you have some process, feature or tip of which you are particularly proud, put it in all categories where it is germane. Again, “Copy and Paste!”

OK, so what about all of this “Copy and Paste” stuff? I wanna hand-write things! Go for it, but remember that the judges/evaluators are human, and machine-printed is easier to read than hand-written. Take the entry sheet (“Judges’ Score Sheet” <https://www.nmra.org/sites/default/files/education/achievement/pdf/2006-nmra-contest-judging-form.pdf>) and write “Please see attached” in the three line space for each category, then attach your text to the scoring form. Evaluations use the same scoring form, so you’ll need this one printed out.

Now... about that Paperwork. Don’t write the Great American Novel—judges don’t have time to read this, and won’t; evaluators will roll through it quickly and may not see nuances. Simply tell the evaluators what you tried to do; they’ll figure out how well you did it. Which brings up the “Who Made You the Supreme All-Knowing to judge MY model???” question.

So how do they figure this stuff out? There’s a Scoring Matrix for model work (Motive Power, Cars and Structures) shown on the NMRA Website as “Assessment Guidelines” and on the form itself as “Judging Guidelines.” Find it here: <https://www.nmra.org/sites/default/files/education/achievement/pdf/2006-judging-guide-lines.pdf>

## AP Corner (continued)

Note that a Merit Award is given for 87.5 points out of a possible 125. That's a 70% "grade" for you scientists, mathematicians and teachers.... One convenient tool you can use here is a Highlighter to work the math and color in the blocks that represent a 70% grade. Construction, for instance, is worth a total of 40 points. 70% is 28, so color in the 28 blocks and note the line that shows up. Above and to the left is not "Merit;" on or below and to the right is. And note that it's the final tally that counts, so a miss here or there can be made up by a substantial tally elsewhere.

Does this work? Indeed it does. A couple of years ago several Division Two folk helped me evaluate some models for Merit Awards. Scott Pandorf, who has experience from the Midwest Region in Indianapolis, assisted. We also had assistance from Tom Oxnard, an MMR from the Northeastern Region, who was visiting at the time. The "new" evaluators were amazed at how closely Scott, Tom and I were in points assigned for various factors. That's called "calibration," and we had it. It's not hard to become "calibrated," either—go through the process a couple of times and you'll understand.

And speaking of Scott, he's telling me I'm out of space for this section. Next time we'll start on the categories, and hopefully will also have lots of certificates to award. It's time to get Back in Training!

High Green!

### **Petoskey Yard Meeting - October 2017**

#### **Dave Comer - Petoskey Yardmaster**

The October Harbor/Petoskey Yard meeting will be 10/14/17 at 1:00 P.M. Rich Mahaney will do a clinic on flat car loads. My garden railroad will be running. (weather permitting) I'd also like to do a "show and tell" as well. The meeting will be at my house, 5087 Forest Beach Drive, Harbor Springs, MI.

Directions: Take M119 through Harbor Springs as though you were going to Cross Village via the "Tunnel of Trees." We are the second left after the Harbor Point Golf Course's Clubhouse. We are the second cottage from the bottom of the hill.

Look for the trestles for the garden railroad. My land line is (231) 526-5592.

# Scenery on the Michigan Industrial Rail Road

John Cole

My railroad is primarily a freelanced look at the handling of the raw materials from the ore mines that were gathered and shipped from the Upper Peninsula of Michigan to the Detroit area to assemble

automobiles and trucks. The primary players in my scenario are the Chicago & Northwestern RR and the Chesapeake and Ohio RR, in the 60's through the early 70's. This article will simply be an update on one of the scenery features I have been working on since late winter.



The area I have been working on is a wedge shape approximately 18" at one end to about 22" at the other. The length is about 6 feet. This module is meant to get the flavor of the U.P. along the lake where the high stone bluffs follow the shoreline. The C&NW hauled ore (taconite) from several mines on the northern side of the U.P. to the docks in Escanaba in the south. Though the scenery techniques are not necessarily new, I wanted to try and construct many of my modules in my shop and insert them in the areas under construction. These pictures are a glimpse at my process from near the start of the process to some shots of the near finished area. Enjoy!



**1** The basic shape of the module. I used cardboard strips over the rough forms for the bluffs. I am also cutting in a road that will connect to a completed module on the right.



**2** This shows the covering of the forms with glue soaked rosin paper which is basically a heavy gauge paper. Some additional Styrofoam blocking was inserted as rock outcroppings.

**3** Once I did some base coloring with light tan paint on the upper hills, I added some plaster rock castings and ground cover of various colors and textures to simulate the forest floor. I also started the coloring process of the rocks and Styrofoam. I also started





installing the nearly 144 homemade trees from dried sedum as was shown at one of the division yard events. I was trying to get a late Summer / early Fall effect.

**4** Some of the trees I have made.



**5** A shot of the near finished scenery module with about 210 deciduous and conifer trees in place.

**6** A C&NW C-628 ore train waits at the tower before taking the empty ore cars to the mine on the upper level.



**7** Another shot from track level. The tower is a Monster Modelworks product. I did several modifications to the structure. Downspouts, interior lighting, and interior floors. I need to finish detailing the interior. The roof is removable.

**8** Finally, a look at the forest and road descending down the high bluff.



Pike Ads: Support your division by advertising your layout or business here!  
 Pike Ads are \$5 per issue (\$20 per year—we publish 4 times per year)



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*"LINKING EAST AND WEST THROUGH CINCINNATI"*

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## Paymasters Report

**Jim Kurbel**

The Division closed the year 2016 with a bank account balance of \$573.96, which includes 2016 interest earned. To date, so far in 2017, we've had additional income of \$7.00 from "railway fines" collected at the January TC Yard meeting from those who did not bring a Show-n-Tell item to the event. 2017 expenditures to date total \$137.60 spent on supplies for the Tree Making and Ground Goop clinics. This leaves the total current cash on-hand at \$443.48 which includes interest earned for the first two quarters of 2017.

### Division 2 Leadership

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