

National Model Railroad Association North Central Region

# Division 2 Newsletter

Volume 8 No 1 Spring 2022



## *In Memoriam*

Scott Pandorf passed away unexpectedly of a heart attack while working on his layout. He was only 66. Scott was currently serving as Superintendent of Division 2, Tip of the Mitt. In addition to hosting monthly Division Zoom meetings Scott also hosted weekly 'Little Finger Train Group' Zoom sessions. The LFTG is a 30 year round robin operating group that was kept functioning during Covid thanks to Scott's efforts. Scott's IT career helped us all with our hobby. He would happily assist us with any and all IT work, whether it was programming engines, installing chips, getting operating systems up and debugged and assisting the techs at Regional and National conventions. His clinics at conventions made the electronics subject understandable and inviting.



Scott loved working on and sharing his dream layout. The O & M (Ohio and Mississippi) is a 30' X 40' double deck layout with several third deck staging yards. It has electronic features you could only expect from an IT guy like Scott. He was working on several certificates for his MMR as he constructed his massive layout. Scott made full use of Regional and National Conventions presenting and attending clinics, going to as many layout and prototype tours and op sessions as he could schedule and doing any railfanning he could work in.

Scott is survived by Susan, his wife of 42 years, two sons, four grandsons, and two siblings. Scott's sudden and untimely passing has left us all with a void.

Dave Capron  
NCR Region President

# Division Meeting

Saturday, March 19, 2022

**This meeting will be held by Zoom and begin at 10 am. Invitations 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 clinic presented on the History of Michigan Railroads presented by Kris Foondle, the Rail Safety Manager from MDOT. Kris is also a model railroader, modeling the Ann Arbor Railroad in "N" Scale.**

## From the Editor

Content, content, content! We need content! 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 (JPG or PDF) and articles (MS Word) to us for our future newsletters. (No scanned pics or articles please). 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.

Thank You,  
Jens Hensel (jens.hensel50@gmail.com)

Assistant Superintendent & Newsletter Editor

### Crew Call:

- 4/23/2022—All  
DivisionMeeting Zoom
- 5/14/2022—All  
Division Meeting Zoom
- 5/18/2022 to  
5/22/2022 Indy  
Junction – Indianapolis

### On the switch list:

- ◆ In Memoriam.....1
- ◆ Next Meeting..... 2
- ◆ Super Sez ..... 3
- ◆ Yardmasters  
Report.....4-5
- ◆ Clerks Report ..... 6
- ◆ Paymasters Report . 6
- ◆ Member Pages....7-23
- ◆ Mystery Layout.....24
- ◆ AP Corner.....25
- ◆ In Closing.....26



## Super Sez...

I used to think that things never changed, or if they did it took years for those changes to affect us. Recently, however, we have seen significant changes due to the unfortunate passing of our Superintendent, Scott Pandorf.

Scott had his hands in on what seemed like just about everything. Active in the NMRA and the NCR, he published this newsletter and wrote many of the articles that appeared within. Need a clinic? He was knowledgeable enough to create it, write it and present it. Seems like he mastered anything related to IT. Digital Command Control, JMRI, signaling, train detection, decoder installs and more, he helped us all.

Now it's our turn to try to fill those big shoes. Assuming the role of Division Superintendent, as per our Bylaws, I have moved Jens Hensel into the role of Assistant Superintendent, and appointed Al Johnson to Traverse City Yardmaster. Jens is continuing to schedule clinics for our meetings and Al will be transitioning to that task. Jens has also volunteered to take on the responsibility of publishing our quarterly newsletter. Helping us behind the scenes is Kevin Predmore. Kevin is scheduling our remote meetings via Zoom and sending out those invitations to all of you. I guess that makes him our Zoom Master. Thanks to all of you for your contributions! Want to help out? Elections are coming up in May (Chief Clerk and Paymaster) and we still have a Trainmaster position to fill.

I am thinking about setting up an additional method for our members to communicate with each other. This might be groups.io, Facebook or something other. Still investigating. We have been thinking about how to proceed with future meetings. We had a great turnout for our February Zoom meeting. In person meetings are really great, but we cover a large part of northern Michigan. I think our goal should be to offer a hybrid meeting whereby members nearby can attend in person and others would be able to attend via Zoom. We will be looking at what is involved and what is reasonable. That said, we are planning to Zoom for the near future.

Mike

# February Meeting Recap

We had a great turnout for our February meeting with attendees from near and far. Though we miss meeting in person, Zoom meetings work out really well given that our division covers such a large area. According to our count, we had 18 individuals join us including friends from as far away as Cincinnati. Following brief comments from Board members, we headed into Show and Tell.

I believe it was Ernie Barry that started us off by showing us results of his weathering project on his steam locomotives. If you always thought those shiny black steamers looked great as is, you might want to reconsider as the results are worth it. David Zolnierrek filled us in on his work with his passenger cars. He is working on lighting using tiny LEDs and other components to illuminate car interiors. John Campbell shared some AHM rolling stock that he has modified for the historic look needed for his Ann Arbor Railroad.

Our Clinic was a video presentation of the East Raton & Santa Fe railroad modeled by Ernie Barry. This layout is a feast for the eyes and is captured beautifully in the video. Ernie was a graphic artist by trade working in the automobile industry. His artistic skills are evident throughout the layout. Ably assisted by videographer Mike Burgess (filming, editing, etc.) the video is a classic in and of itself. The following photos are from a recent visit to the East Raton & Santa Fe.

## East Raton & Santa Fe



Trinidad



Raton Engine Yard



Icing Facilities and Cattle Yard

## East Raton & Santa Fe



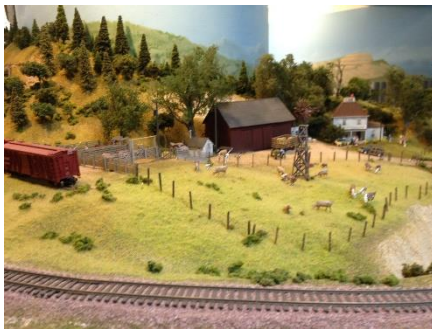
Wooten Land & Fuel Company



Trinidad Station



Starkville



Wooten Ranch



Operators at the East Raton & Santa Fe don't want to bring home the Open Pit trophy. It's very important to keep locomotives OUT of the turntable pit!



Trinidad - E. F. Smith & Co.

**Indy Junction**  
**2022**  
MIDDLE FINGER RR CLUB  
BPM Conference

Marriott East, 7202 E 21<sup>st</sup> St  
Indianapolis, IN 46219

[www.IndyJunction2022.org](http://www.IndyJunction2022.org)

Four Full Days - Three Regions - Three Day Train Show  
Clinics - Layout Tours - Ops Sessions - Prototype Tours

**One Convention**

**May 18-22, 2022**

# Clerk Report

We currently have 36 Active Members.



# Paymaster Report

## NMRA NCR Division 2 Monthly Financial Totals From January 1, 2022 To January 31, 2022

| 000: REGULAR SHARE                                    | Jan       | Feb  | Mar  | Apr  | May  | Jun  | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Totals      |
|---|-----------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| <b>Beginning Balance</b>                              | \$ 5.00   |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| Phone Transfer  |           |      |      |      |      |      |      |      |      |      |      |      |             |
| Pike Ads  |           |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| Year to Date Dividend Paid                            |           |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| Show and Tell Fund                                    |           |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| Donations   | \$ 100.00 |      |      |      |      |      |      |      |      |      |      |      |             |
| Other   | \$ 20.00  |      |      |      |      |      |      |      |      |      |      |      |             |
| <b>Ending Balance</b>                                 | \$ 125.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 125.00   |
| <b>003: CHECKING ACCOUNT</b>                          |           |      |      |      |      |      |      |      |      |      |      |      |             |
| Beginning Balance                                     | \$ 986.81 |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| Phone Transfer (withdrawal)                           |           |      |      |      |      |      |      |      |      |      |      |      |             |
| Pike Ads  |           |      |      |      |      |      |      |      |      |      |      |      |             |
| Year to Date Dividend Paid                            |           |      |      |      |      |      |      |      |      |      |      |      |             |
| Show & Tell Fund                                      |           |      |      |      |      |      |      |      |      |      |      |      |             |
| Donations   |           |      |      |      |      |      |      |      |      |      |      |      |             |
| Other   |           |      |      |      |      |      |      |      |      |      |      |      |             |
| <b>Ending Balance</b>                                 | \$ 986.81 |      |      |      |      |      |      |      |      | \$ - |      |      | \$ 986.81   |
| <b>000 &amp; 003 ACCOUNT TOTALS</b>                   |           |      |      |      |      |      |      |      |      |      |      |      | \$ 1,111.81 |
| <b>EXPENSES</b>                                       |           |      |      |      |      |      |      |      |      |      |      |      |             |
| Rent-Meeting Expenses                                 | \$ -      |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| Clinic Expenses                                       | \$ -      |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| Advertising   | \$ -      |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| Other   | \$ -      |      |      |      |      |      |      |      |      |      |      |      | \$ -        |
| <b>Total Expenses:</b>                                | \$ -      | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ -        |
| <b>Ending Balance in Wolverine State Credit Union</b> |           |      |      |      |      |      |      |      |      |      |      |      | \$ 1,111.81 |

**NOTES:**

5-Jan-22 The \$100.00 Donation was from member Alwyn Johnson  
 20-Jan-22 Other : Was a deposit of \$20.00 to reconcile to bank statement

Submitted By: David Zolnierok  
 Division Paymaster Date 21-Feb-2022

# Around the Division

## Safety in Model Railroading

By John A. Campbell MD, FAANS

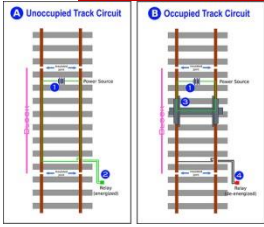


"Safety First" Doesn't Just Apply to the Prototype: Model railroading is an incredibly fun and rewarding hobby, and we spend hours upon hours planning, building, and operating our layouts, sometimes alone but often with friends and family members. Our railroad empires often occupy a dedicated space within our homes – isn't that why homes have basements or workshops? One aspect of the hobby we might not think about frequently is safety. While our hobby is probably safer than race car driving or lion taming, and perhaps not as safe as stamp collecting or macramé, there are some pitfalls we should consider, especially considering we use electrical systems, paints and adhesives, and often power tools. Let's take a closer look at a few of these potential hazards, and, perhaps, we might make a couple of changes in how we enjoy the hobby to make it as safe as possible for ourselves and those around us.



### **Fire Safety,**

Let's discuss reducing the risk of fire. This is the most serious risk we face as the effects of a layout or home fire can be absolutely devastating, not only with respect to property, but also in lives. The adage "an ounce of prevention is worth a pound of cure" is most appropriate regarding the hobby we love. Where are these risks on our model railroads?



## 1. Electrical systems:

Almost all of us run model railroads powered by DCC or DC power, and some have accessories run by AC (think three-rail O-scale). A few of us operate with on-board rechargeable batteries, which also can have possible fire risks. Fortunately, these systems employ fairly low voltage to the track or locomotive motors. Our layouts often involve the use of extensive wiring infrastructure both for track, accessories, switch machines, and communications to ensure smooth operation. Furthermore, many of the materials that are used to construct our model railroads are potentially flammable (i.e. wood, plastic, etc.). Power sources for our layouts are extremely safe to operate when used according to design and kept in good condition. Use of modern power systems by well-known manufacturers that are UL (Underwriters Laboratory) tested and approved are a good place to start. Homemade, outdated, and damaged power sources should be avoided at all costs. Power cords for these devices should be free of defects, easily accessible, and not placed under doors, carpeting, or anywhere they can be impinged. We should be sure our home power supplies are code compliant, with proper circuit breakers, easily accessible, not near water sources, and not overloaded. Power strips with built-in circuit breakers and a power-on light are ideal for use. Our track wiring should follow a logical system; color coded and labeled, and be installed with safety in mind. Try to wire your layout as professionally as possible, and it never hurts to have someone with electrical expertise inspect your work. Be sure to use the appropriate gauge wire for the job -- 12 or 14g AWG stranded wire for track bus and 18 or 20g solid wire for track feeders is fairly standard for DCC layouts. Larger layouts might require power districts, circuit breakers, and short circuit indicators. Small DC-powered layouts might need less robust wiring, but it never hurts to wire a DC layout as one would a DCC powered layout, just in case the switch is made in the future to DCC. Short circuits on most DC power packs will shut down the transformer, and many are equipped with an overload indicator. DCC systems are extremely sensitive to short circuits and overload, and will immediately shut down until the short is identified and resolved. The smallest items can wreak havoc on our layouts with respect to short circuits (track nails, bits of solder, small lengths of wire, misplaced tools, faulty locomotives or rolling stock, etc.). While fire is unlikely to result



from these power supplies and wiring given the relatively low voltage involved, proper use of these systems and proper wiring is a good insurance policy. Modern rechargeable batteries used in some of our locomotives, rolling stock, and handheld controls are generally very safe, but should not be used if damaged. Make sure wiring with battery-operated systems is in good repair and properly insulated. Also, assure installed batteries are not overheating and have enough space within models. Likewise, make sure DC and DCC power sources have adequate ventilation.



## **2. Chemicals and paints:**

Some of the paints, solvents, and materials we use can also be hazardous with respect to fire. Spray paint cans using oil-based or lacquer-based solvents are flammable and should be used exactly as directed on the containers, never near an open flame or heat source, and always with proper ventilation (best ventilation is outdoors and with breathing protection). Containers of these types of paints or solvents should be properly stored in a dry location away from open flames or heat sources. Never use a rusty spray can. Materials such as wood putty and some adhesives are also flammable (like that little bottle of plastic putty or liquid cement), so use with caution, and avoid the fumes as much as possible. Rags or paper towels soaked in thinners or lacquers can spontaneously combust if not disposed of properly. When possible, use acrylic and latex-based paints and paint thinners to avoid some of the risks discussed above, and for less exposure to toxic fumes.



## **3. Tools:**

More than one fire has been a result of a hot soldering iron left unattended. Never leave a hot soldering iron unattended. When you're done, unplug it or turn it off. If you need the iron a few minutes later, it reheats quickly. Also, use extreme caution or avoid using any tool using an open flame, such as a propane torch or some butane-powered soldering irons. Inspect all power tools to make sure power cords and rechargeable batteries aren't damaged.



#### 4. Additional fire safety:

Take a look at your model railroad space as if you were a fire inspector. Do you have adequate and functional fire extinguishers in accessible locations, and are they visible? Small, home-use, class ABC extinguishers are inexpensive and widely available at hardware stores. Older extinguishers can be used, but should periodically be recharged and inspected by a professional. Similarly, do you have working smoke detectors? Ask anyone who has served as a firefighter or police officer, and he or she will tell you it's the most important safety device in your home. Get them, mount them properly, and change the batteries as directed (remember to test/replace batteries each spring and fall with the time change). The whole house needs these smoke detectors, too, not just the model railroad space! Do you have an escape route from your basement or other layout space? Are there any obstacles to exiting the space in an emergency, and can firefighters or EMS access the space if needed? Does your layout design make it difficult for some or all of the operators to exit quickly (i.e. duckunders)? Do you have a phone available if EMS or the fire department is needed? When you have guests to your model railroad, do you identify all the exits and go over a fire and communication plan, as well as an emergency meeting place so all can be accounted for? Think about all these issues with a critical eye, and you will create a great space for your hobby that is as safe as possible.



**Physical Safety**  
I. Research the rules and details of the sport.  
II. Get health screening and work with experienced people.  
III. Make sure you have the right equipment and insurance.  
IV. Have an emergency plan.

#### Physical Safety:

You might wonder how I or someone else could possibly be injured enjoying my model railroad. Trust me, there are ways! Avoiding an untimely trip to the emergency room is always a positive, so let's go over a few examples.



shutterstock · 282904991

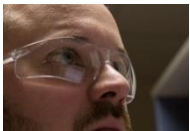
### 1. Lifting:

There can be some heavy lifting involved. Construction materials like plywood and lumber can be heavy and cumbersome, especially when going up or down stairs. Be careful when moving these items, and consider a “team lift” with a friend or family member. This might just save you a painful low back injury or neck sprain! Also, use gloves to avoid splinters.



### 2. Sharps:

There’s no shortage of sharp objects around any model railroad workbench. Hobby knives are incredibly sharp, and one wrong move can result in a serious laceration to a finger or hand. Use proper technique, and always cut away from your body. Pliers, rail snips, wire cutters, and power tools can bite, so always use them carefully. Be especially careful with table saws, circular saws, band saws, joiners, planers, and routers. If you’re a beginner with these tools, have someone with experience demonstrate safe operation. Never, never ever use a power tool in a way for which it was not designed to be used!



### 3. Eye injuries:

Eye protection is a must. Common tasks on a workbench such as grinding, sanding, cutting wire or plastic, drilling, or sawing can potentially send bits of material flying towards your eye faster than you can react, especially when using high-speed hobby motor tools. Thus, use safety glasses or goggles are simply non-negotiable. Losing vision in an eye is simply not worth the risk!



#### **4. Noise:**

Hearing protection is also something many of us ignore. Not good! Some of the power tools we use are incredibly loud (handheld power sanders come to mind), and hearing protection does not seem that difficult to accomplish either with ear muffs or ear canal plugs.



#### **5. Thermal injuries:**

Burns are never fun and always painful. Those soldering iron tips, and foam-cutting hot knives get really hot, and even a momentary contact with your skin can cause a serious burn. Also, tips of drill and grinding bits can also heat up quickly. Make sure to use these tools as safely as possible to avoid a most unpleasant injury.



#### **6. Layout/home environment:**

Keep safety in mind when visitors come to your layout for an operating session. Is the driveway and sidewalk well-lit? Is the sidewalk clear of snow and ice? Are your stairs to the basement clear of obstacles and have a handrail? Will your guests tend to clunk their heads on your duckunder? Are there obstacles, loose rugs, or uneven surfaces where friends could trip and fall? Do you have older or frail visitors who aren't as steady on their feet who might need assistance accessing your model railroad space? Do you have chairs available for those who need to sit? Do you have standing platforms that are sturdy and steady, and handles on your layout to help ascend these steps? When youngsters are around, our first instinct might be to protect our layouts and those prized locomotives and rolling stock. While this is understandable, it might be best to focus on the safety of the young one enjoying your layout. One misadventure with a sharp object or stern words to a curious child can do damage, and might just turn that kid off from our great hobby.



### **Environmental risks:**

Sprayed paint, whether from a can or airbrush, can really cause respiratory problems. Also, those fumes from the hot knife on the insulation board – toxic! Just don't breathe these fumes and particulates. When possible, paint outdoors away from the house, and with the breeze carrying overspray away. Properly ventilated spray booths are an excellent way to paint items year-round. If any of these activities must be done indoors, ventilate the space as much as possible and limit exposure to fumes. Respirators are an excellent safety device to protect your lungs. Consider investing in one. Acrylic paints are probably much safer in this regard than lacquer-based or oil-based paints and are just as effective. Also, when using sanders or saws, either handheld or larger bench-based tools, be sure to properly collect sawdust with a vacuum-type system to capture dust. Inhaled wood particles are very irritating to the respiratory tract and can cause chronic pulmonary problems, as can inhaled fumes. So, why take a chance on these types of health issues when it's quite easy to avoid these exposures? Disposable vinyl gloves are helpful to avoid paint on one's hands, but also are a safety item when using paint thinners or solvents. They're inexpensive, too.



### **Summary:**

Have you ever experienced any of the injuries or other problems I have mentioned? I know I have (let me list them: splinters, minor burns, cuts, low back strain, and one spray paint can disaster). Even then, I'd like to think I'm smarter about these safety issues around my model railroad than I was a few years ago. We live and learn. What I'm hoping is that by reading this article, you might learn a thing or two, especially newcomers to our hobby. We're never too old to learn, especially when it involves the safety of our family, guests, and ourselves. Enjoy your model railroading, and make it even more fun by doing it safely!

Thanks,

*John A. Campbell MD FAANS - NCR Division 2*

# Around the Division

## Walt Wyatt's Trolley Layout



The church and cemetery where a service is just ending. The black vehicle is a hearse.



The waiting shelter that services the Friendship Church and its cemetery. The M T H interurban is just leaving the shelter stop.



Note: All of the Truckers having a meal at Grams. Diner is an old interurban car.

## Jens Hensel's LNAC HO Shelf Switching Layout



A busy Corydon Indiana Yard



One of the last remaining "See Rock City" Barns near Clarksville Indiana



Entering the Town of New Albany Indiana



Ford Distribution Center near Huntingburg Indiana

# Cincinnati Union Terminal

## Dispatching Passenger Trains at a Large Railroad

### Station before Radios

By Walt and Carolyn Wyatt

#### ABOUT THE AUTHORS:

My wife, Carolyn, and I were volunteers at the Cincinnati Museum Center. It is in the home of the old Cincinnati Union Terminal, "CUT." We helped to build and to maintain the large Cincinnati in Motion "S" scale model train layout. The layout documented Cincinnati from the 1800's to 1940's and everything on the layout had to be historically correct. We did lots of research before building anything. We quickly found that the history buffs would point out your errors. We also volunteered as docents at the layout to help visitors better understand what they were looking at. Lots of work but lots of fun too. The layout caused many visitors to remember things about their lives in the city, riding street cars and trains during that period and they would share them with us. As a docent you will learn lots from your guests.

#### OPERATION OF CUT:

We also served as docents at the restored control tower, Tower A, at the terminal. Our job was to greet guests from all over the U.S. and the world and explain how the terminal operated. Cincinnati was where railroads from the south connected with rail roads from the north. It was served by the following railroads: the Southern (Cincinnati, New Orleans & Texas Pacific), L&N, N&W , C&O, C&O of Indiana, B&O, NYC, BIG 4 and PRR. There were 8 station plat forms that were each 1,600 feet long, each serving 2 tracks. Four additional platforms were added later to serve troop trains during WW II. The station averaged 100 arrivals and 100 departures every day with a capacity of 216 per day (108 in and 108 out). The stations also interchanged between 50 and 60 sleeping cars every 24 hours. One of the recurring questions was "In a building this big, how did the dispatchers keep things organized and moving on time, with just telephones (no radios in those days) since the distance between the gates, platforms, dispatchers, and engineers was so great?" The railroads took great pride in being on time to the minute in those days. The platforms were two stories below the waiting room. And the control room with the interlocking machine and dispatcher's desk was 5 stories above the waiting room. Both machines, the dispatching signal cabinet and the electro-magnetic interlocking machine which had 187 working levers in a frame designed for 231, were products of the Union Switch and Signal Company. At that time the interlocking machine was the largest one in use. Both were state-of-the-art at the time. We had to do a lot of research to discover how the station operated using only colored lights during its peak in the 1930s and 40s. Specifics of how the station operated day to day during its peak is lost to history. We had to research many sources including printed, hearsay and fading memories. The attached documents will explain what we found as to how the station operated.

Walt and Carolyn Wyatt

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[wwvatt40@gmail.com](mailto:wwvatt40@gmail.com) Members of the NMRA, North Central Region and Division 2, The Tip of the Mitt .



**TRAIN STARTING SYSTEM FOR CINCINNATI UNION  
STATION PASSENGER TRAINS BEFORE RADIOS**

**EMPLOYEE OPERATION**

**SIGNALS**

When the train is ready to receive passengers, the CONDUCTOR presses the button on the platform.

| GATE  | PLATFORM | TOWER A | TRACK |
|-------|----------|---------|-------|
| GREEN | GREEN    | RED     | RED   |

GATEMAN opens the gate to allow passengers to leave the waiting room and enter the ramp to the platform.

|       |       |        |     |
|-------|-------|--------|-----|
| GREEN | GREEN | YELLOW | RED |
|-------|-------|--------|-----|

TRAIN DIRECTOR acknowledges the signals and presses his button.

|     |     |        |     |
|-----|-----|--------|-----|
| RED | RED | YELLOW | RED |
|-----|-----|--------|-----|

When the last passenger is on the platform the the CONDUCTOR presses the button.

|     |     |     |     |
|-----|-----|-----|-----|
| RED | RED | RED | RED |
|-----|-----|-----|-----|

TRAIN DIRECTOR acknowledges.

|     |     |       |        |
|-----|-----|-------|--------|
| RED | RED | GREEN | YELLOW |
|-----|-----|-------|--------|

TRAIN DIRECTOR has the levermen set and lock the train's route, then starts the train.

|     |     |       |       |
|-----|-----|-------|-------|
| RED | RED | GREEN | GREEN |
|-----|-----|-------|-------|

TRAIN DIRECTOR turns off all lights.

|     |     |     |     |
|-----|-----|-----|-----|
| OFF | OFF | OFF | OFF |
|-----|-----|-----|-----|

The day to day operation of the system has been lost in history.  
The above is combined research from many sources.  
The system was a product of Union Switch and Signal Company

Rev: 3/2021



*Train Directors Console also has the interface to the Railroad Telephone network (right side of panel).*

## DEFINITIONS

All signals could be read from both the north and south because all platforms were bidirectional. The system was designed and installed by the Union Switch and Signal Company.

**GATE:** Where the passengers in the waiting room enter the ramp to the station loading platform. This was manned by the Gateman and where his control box was located.

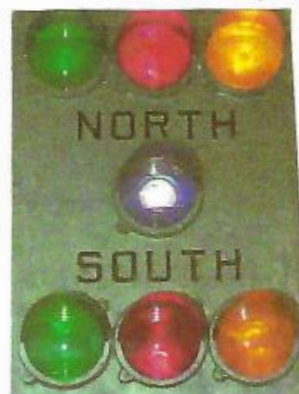


**STATION PLATFORM:** Where the passengers loaded train and where the train Conductor's control box was located.

**TOWER A:** This is where the Train Director's desk was located. This room contained the interlocking machine for the station with the station track board above it. On the Train Director's desk was the control box where he could monitor and control the boxes of the Gateman, Conductor and track signal.



**TRACK SIGNAL:** This was the two-sided signal for the Engineer and was suspended above the center of the station loading platform for the Engineer to view from either end.



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## An Article from David Zolnerek:



### *CONVENTION REPORT*

Well after almost two years of not having a convention this year's 41<sup>st</sup> National Narrow Gauge Convention was held in Hickory, North Carolina from September 1-4 over Labor Day weekend.

A National Narrow Gauge Convention is primarily for model railroaders, but all modelers have a love for the real thing. The Hickory convention brought the best of modeling and rail fanning together into four + days of celebrating steel wheels on steel rails. A narrow gauge convention draws the best model rail roaders from around the world to one place to share their knowledge with others in clinics, compete in model and photography contests, purchase high quality kits and equipment directly from of the best cottage manufactures in the industry, see the work of others in home layout tours and in modular railroads set up at the convention, and establish friendships that will last for decades.



The convention was well organized and ran smoothly in these unsettled times thanks to the leadership of Chairman Johnny Graybeal and his committee consisting of Matt Bumgarner, John Short, Jerry Ledford, Curtis Brookshire, Rick Perry, Al Spainhour, Rob Bell, Caleb Reeves, Tanner Abernathy, and I am sure a host of others. Congratulations to all of you for your courage and efforts in making this convention a success.

The convention was held at the Hickory Metro Convention Center, Crowne Plaza Hotel and the Piedmont Center. There was plenty of space available for all activities. All facilities were located within walking distance of one another and a shuttle service ran on the quarter hour during all activities.

Some 800 + narrow gauger's gathered at this year's convention, this included attendees, committees, manufactures, vendors, clinicians, exhibitors and home layout owners.

The convention was organized like the previous 40, with clinics, vendors and displays open from 8:30 a.m. to 12:00 noon. Then everything shuts down for lunch- then we spend the afternoon visiting layouts, museums, exhibits or your choice. The convention rooms (vendors-clinics) re-opened at 6:30 p.m. and shut down at 10:00 p.m.

**Vendors & Manufactures;** There were fifty-five vendors listed in the program. Border restrictions, travel and just uncertainties put a damper on some of our regulars, such as Hunter Line, Track Fast, UK, west and east coast part of the country suppliers did not show either. We did have a number of 3-D printers and other vendors that were new to me showing their products. In talking with the vendors all felt that the show was good and all had sales. I did not come home empty handed or disappointed.

**Clinics;** Thirty three clinics where listed in the timetable, and each was repeated twice so there was always something to attend. You could learn about the Kennebec Central Railroad, Easy back drop Painting, Prototype Models, Lighting Scenery without Wiring, Dinkey's Over the Mountains, Albion on the NG, Making Trees, Rocks, Streams & Waterfalls, Logging Operations, and 3-D printing to name a few.

**Layouts;** Twenty One home layouts and two club layouts were on the tour. The layouts associated with the Hickory Convention span a large geographic area. The layouts are located in areas which range from rural in nature, to the Charlotte metropolitan area. The Southeastern Narrow Gauge & Shortline Museum was 12 min from the motel, any of the others where over an hour with some close to three hours one way, so you really had to do some planning if you wanted to see one or two layouts in an afternoon. I had my hopes on seeing Kevin Kussow's 1890 Silverton Railroad; but of course it was closed!! I did hear that Lou Sassi's SR& RLR was fabulous!

Here is a link to the layouts: [41nngc.com/index.php/home-layouts](http://41nngc.com/index.php/home-layouts).

**Modular Layouts;** These made up for the lack of time to visit layouts. At the convention center were the Corps of Canadian Rwy. Troops in O on 16mm track, four On30 layouts – East Broad Top (New York), First Coast Model RR Society (Florida), Great Lakes Modular Group HO on 30 (Ohio & Michigan), Ooltewah & Panther Creek RR (Georgia), and the Watauga Creek & Southern HO/HO on 3.

**“Model & Photo Contest”** There were ninety two entries in the contest room this year. All of the eighteen categories had models or photo's entered. Rolling stock and passenger cars are what I had taken out this year.

All of the 1st place contest winners are in the Nov-Dec issue of the National Narrow Gauge Gazette page 94.

A link to some more photos can be found a [narrowperspective.com](http://narrowperspective.com) 41nngc.

This year's awards were made from actual car siding from the ET&WNC RR.



My Efforts Above!

**Extra Fare and Prototype;** This area does not lack for prototype railroad activities. The Linville Depot, the only surviving depot on the Linville River Ry. Southeast NG & Short Line Museum/Newton Depot, is just a few miles from the convention. The North Carolina Transportation Museum historic railroad exhibits located in Salisbury NC., Great Smokey Mountain Railroad – live steam!! Traveling thru the mountains on the Murphy Branch, Dollywood- narrow gauge stem in the Pigeon Forge TN area.

**Tweetsie Railroad;** There was a special event on Thursday and we did not miss this one!! The Tweetsie operates two 36” Baldwin locomotives No. 12 is the last surviving narrow gauge from the East Tennessee & Western North Carolina Railroad. No. 190 was built for the US Army in 1943 and was used on the White Pass & Yukon Route until 1960. We boarded No 12 and left the depot at 3:30 sharp. Two stops where made, we unloaded, backed the engine up and took photos on the run by!! Seeing these engines operate is an experience you can’t explain!! Well worth getting the chance to see!!



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**Summary;** the Sunday evening meeting was short and efficient. With opening “Y’alls” and that southern accent, we “y’alls” heard welcoming remarks and a convention summary by Johnny Graybeal.

Contest winners were announced and awards presented quickly. Special awards were given to; Bachman Award Lee Riley for his On 30 Geared Locomotive, Southern Flavor Award- Fred Alsop for his ET&WNC Coal Dock, Youth Award- Henry Powell for his HO Railcar in the trees.

We had no new members inducted into the Narrow Gauge Hall of Fame this year.

We listened to presenters for future conventions and voted on 2025 for St. Louis, Missouri.

Well a successful convention accomplished. I had my doubts about traveling with these unsettled times, but was not disappointed. Wonderful convention, great proto type tours, fine models in the contest, interesting vendor room, great modular layouts, informative clinics, great conversations, fine food and just being able again to get out and visit with old friends.

I may have mentioned this before but don’t let the term Narrow Gauge hold you back. NG modelers are some of the most detailed oriented in the hobby, so no matter what you model or rail fan, NG can teach you something. A NNGC is not put on by an organization like the NMRA. It is run by a group of individuals, just like you and me who have a love for trains. Give one a try, I guarantee you after you attend, you will go home with stories and experiences that you will remember for the rest of your life.

See You in Tacoma, Washington.

*David*



# Mystery Layout

**Who can identify this famous layout?  
The first one to respond to me will win one attaboy.**





# AP Corner

February 23, 2022

Pete Magoun, MMR©

This is not the way I had intended to start this column this time, but as my brother observes, “Ya gotta deal with What Is.” Let’s do it. I’m still hunkered in the bunker after the ice storm we had yesterday and wondering if I’ll be able to get down the driveway for appointments tomorrow and then make it back up safely. That’s Issue One.

Issue Two is that we lost Division Superintendent Scott Pandorf suddenly last month, and that news is difficult to process, especially as, taking nothing away from anyone else, he was arguably my best friend in northern Michigan. So how do we honor his service to all of us, to the Division and beyond?

Scott was in the process of working on his MMR when he passed. He held four of the necessary seven Achievement certificates and was well along the way to completing the last three. It occurs to me that the best way to honor him would be for us to try to produce some additional AP certificates within the Division, and perhaps even an MMR© or two over the next couple of years.

The Good News here is that we are indeed headed down that path. David Zolnierek and Dr. John Campbell are working on their Electrical Engineering certificates at the moment, and discussions with both have produced ideas for additional certificates for which they are close to completion. I applaud their efforts.

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!

Pike Ads: Support your division by advertising your layout or business here!



## OHIO AND MISSISSIPPI



*"Linking East and West through Cincinnati"*

**Scott Pandorf - Lake Leelanau, MI  
In Memoriam**

# MHT

MOUNT HEALTHY TRACTION CO.  
SUB OF SWEETWATER RAILROAD  
WALT & CAROLYN WYATT  
HOPE MI

Silverton Railroad  
Coming Soon  
David Zolnierек

## Other Coming Soon Selected Events:

|           |                                       |                  |
|-----------|---------------------------------------|------------------|
| 3/26/2022 | Great Train Show                      | Novi, MI         |
| 4/09/2022 | Greater Grand Rapids Model Train Show | Grand Rapids, MI |
| 4/24/2022 | Train Sale - Monaghan Banquet Center  | Livonia, MI      |
| 4/30/2022 | Muskegon Train Show & Expo            | Muskegon, MI     |
| 5/07/2022 | Gratiot Valley RR Train Show          | Shelby Twp., MI  |

## Division 2 Leadership

|                          |                 |  |
|--------------------------|-----------------|--|
| Superintendent           | Mike Cipko      | <a href="mailto:mcipko@charter.net">mcipko@charter.net</a>                 |
| Assistant Superintendent | Jens Hensel     | <a href="mailto:jens.hensel50@gmail.com">jens.hensel50@gmail.com</a>       |
| Chief Clerk              | Bob Crocker     | <a href="mailto:rc6sb@charter.net">rc6sb@charter.net</a>                   |
| Paymaster                | David Zolnierек | <a href="mailto:dizolnierек@gmail.com">dizolnierек@gmail.com</a>           |
| Yardmaster—North         | Mike McDougall  | <a href="mailto:michaelcoguy@sbcglobal.net">michaelcoguy@sbcglobal.net</a> |
| Yardmaster—Traverse City | Al Johnson      | <a href="mailto:alwyn0008@gmail.com">alwyn0008@gmail.com</a>               |
| Trainmaster              | Open            |  |

