

National Model Railroad Association North Central Region

Division 2 Newsletter

Volume 8 No 2 Summer 2022



CANADIAN RAIL TRIP

(See Member Pages)



JASPER, ALBERTA - May 2022

Division Meeting

Saturday, September 17, 2022

Starting in September, our division meetings will be live and virtual via zoom. 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 clinic (TBD).

From the Editor

Content, content, content! Well, I asked for content and we have 44 pages in this edition. Keep it coming!

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. 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:

- 9/17/2022—All Division Meeting
- 10/15/2022—All Division Meeting
- 11/19/2022 —All Division Meeting

On the switch list:

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Super Sez...

Is it the end of June already? It's hard to believe but warm weather is actually here! Mom used to say that the older you get, the faster time goes; and she sure was right! Summer has kicked into high gear here in northern Michigan and many model railroad activities take a backseat to outdoor warm weather activities: Sailing, golfing, gardening, swimming, boating, wine tasting, festivals, traveling and more. Speaking of traveling, it's a great time to explore the state and visit some of Michigan's Tourist Railroads.

Here is a small sampling of what is available. Some are standard gauge, some narrow gauge.

Coldwater - Little River Railroad littleriverrailroad.com

Flint – Huckleberry Railroad geneseecountyparks.org

Owosso – Steam Railroading Institute michigansteamtrain.com

Soo Junction - Tahquamenon Falls Wilderness Excursion

Coopersville – Coopersville & Marne Railway

Clinton – Southern Michigan Railroad southernmichiganrailroad.com

Last, but not least, don't forget the 40th Anniversary of the Crossroads Village Railfans Weekend, August 6 – 7, from 10 am until 5 pm.

East Raton & Santa Fe on YouTube!

Mike Burgess has uploaded his video production of Ernie Barry's railroad empire to YouTube. If you haven't seen it yet, you are in for a real treat. Ernie's artistic skills are on display along with Mike's editing and photography. Posted June 6th it has had over 12,900 views. Watch it at: <https://www.youtube.com/watch?v=XXw4xEapGbE&t=12s>

March, April & May Meeting Recaps

We had some great clinics this past spring, starting in March with the History of Michigan Railways presented by Kris Fondle, the Rail Safety Manager from MDOT. April's clinic discussed Hand Laying Track and Caboose Throws with Andrew Keeney (NCR Div 5) as our host. This was followed by a Car Forwarding Clinic by Don Houston including a tour of Deborah and Don's Layout in May. Thanks again to all our Clinic Hosts. A lot of good information was presented and shown.

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 were split 50/50 in our combination Zoom and in Person meeting in April. Although we did go back to zoom only in May (because of the spike in COVID), I believe that we should continue with the Hybrid Meetings in the fall.

May Election Results:

Bob Procter – Unanimously reelected as Clerk.

David Zolnierek - Unanimously reelected as Paymaster.

John Campbell - John Campbell has accepted the nomination as Trainmaster.

March - Certificates of Appreciation were given to Ernie Barry and Mike Burgess for Producing and Editing Ernie's East Raton & Sante Fe Railway Video.



Mike Cipko (Right) presenting the award to Mike Burgess.

Did you pay attention to Kris Foondle's Michigan Railroad History clinic? Let's find out!

1. When was the first time a steam locomotive was used on a logging railroad?
(1849, 1857, 1863, 1869)
2. Where were the first railroad tracks laid in Michigan?
(Detroit-Mt. Clemens) (Saline-Ann Arbor) (Adrian-Toledo) (Monroe-Wyandotte)
3. When was the Grand Rapids & Indiana railroad completed between Fort Wayne and Grand Rapids? (1860, 1870, 1880, 1890)
4. The Grand Rapids & Indiana railroad reached Petoskey in what year?
(1869, 1874, 1879, 1884)
5. Ephraim Shay, of Cadillac, developed the Shay gear driven locomotive in this year.
(1860, 1870, 1880, 1890)
6. Detroit's Michigan Central station was opened in what year? (1903, 1913, 1923, 1933)
7. When was the last passenger train between Elberta and Toledo via the Ann Arbor Railroad?
(1930, 1940, 1950, 1960)

Donations

Many individuals have made donations to the Division in memory of Superintendent Scott Pandorf. We would like to take this opportunity to thank each of you, and to Pete Magoun for the Ohio & Mississippi shirts.





It all started in Kindergarten

March Show and Tell:

Mike McDougall – C&O Loco.

John Campbell – Showed his Frankfurt Beach Area and Car Ferry on his Ann Arbor RR.

Pete Magoun – Presented his Gas - Electric Doodlebug.

Ernie Barry – Discussed Steam Loco Weathering.

Dave Landis – Campbell Building Model.

April Show and Tell:

David Zolnierok – HO Model People from various sources, 1900's Figures- Red Mountain Population 130

(See details in the Member pages).

Mike Cipko – Alco C-628 Lehigh Valley Loco from Bowser.

May Show and Tell:

Mark Albert – Trolley Layout.

Ernie Barry – Removing side plates from an E unit discussion. Pete Magoun – Baggage Car build progress.

Mike Cipko – Overview of his Lehigh Valley RR.

Bill Horning – Presented a Station Model, Crew Bunkhouse Building, and a 2 Head Outhouse. Models based on a scene near the Alpine Tunnel in Central Colorado and were featured on his 1st and 2nd Railroads.

Michigan Quiz Answers

1. 1857
2. Between Adrian and Toledo
3. 1870
4. 1874
5. 1880
6. 1913
7. 1950

Indy Junction Report

By David Zolnierek



CONVENTION REPORT

Well after almost three years in the planning, Indy Junction 2022 a Tri Regional National Model Railroad convention was held in Indianapolis, Indiana on May 18 -22, 2022.

The Midwest Region, North Central Region (that's us) the Mid-Central Region and the Railroad Prototype Modeler's Conference all combined efforts to create this year's new and exciting event. This was the second convention for me in Indianapolis area (NMRA National 2016) and we were not disappointed. The convention brought some of the best of modeling and rail fanning together into four days. Three regions, RPM Conference and a Train Show are all in one area, bringing together model rail roaders in one place to share their knowledge with others, attend clinics, compete in model and photography contests, and purchase kits and equipment. 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.

Leadership; Convention Chairman was Scott Kremer MMR, Region Presidents; Bob McGeever-MWR, Dave Capron MMR-NCR, Dave Neff- MCR, Mike Skibbe- RPM Conference did a great job. Assisting were 19 event chair's, there crews and countless volunteer's. The events were well organized and ran smoothly thanks to their leadership and planning efforts. Congratulations to all of you!! Thank you again for your efforts in making this convention a success. Some 500+ gathered at this year's convention, this included those registered, clinicians, vendors, exhibitors, and modular display owners.

The convention was organized like the previous regional meets. Clinics started at 9 and ran till 10 in the evening, with a 2 hour break for lunch or dinner. Layout tours were grouped together by areas and days that they were showing. Yard Sale, Swap Meet Rooms were open from 9 in the morning till 9 at night.

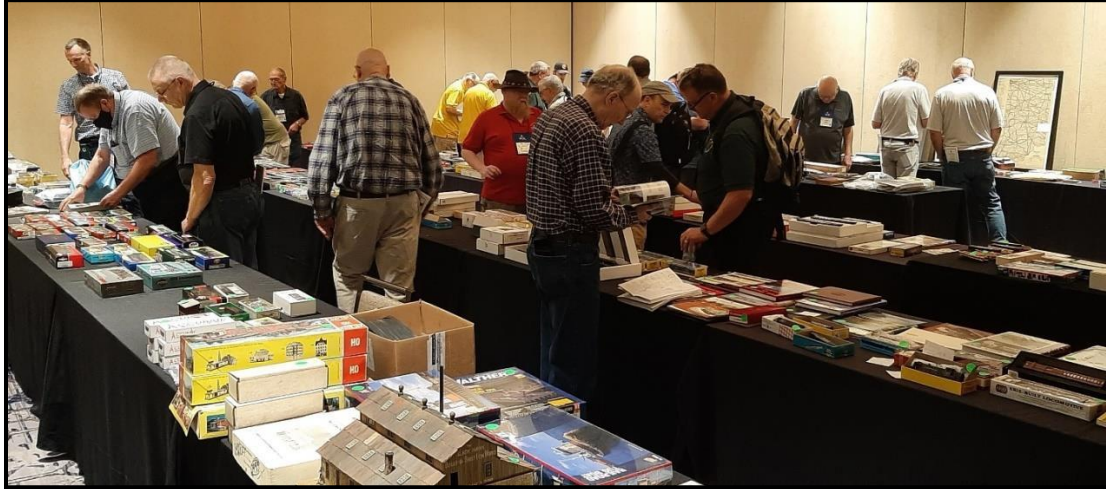
First order of business upon arriving is to stop at the Indy registration desk and pick up your registration packet with your name tag and "Timetable" this contains all the times, schedules and activities that will take place. Hang onto it and don't misplace! Let get started ...

Convention Headquarters; The Indianapolis Marriot East was our home for all the activities for the four days, located about 4 miles east of the downtown crossroads area (site of the 2016 NMRC). Plenty of parking and no charge right on the hotel grounds. This location also made for easy access for traveling to layouts, restaurants and returning. All the events were within the hotel and on the ground floor. There was the Skylight bar for food, beverages, and a place to visit & relax. Staff was courteous and helpful. There is an outdoor patio court for gathering. A large Atrium area provided a place for layouts, registration, tables, and this area turned out to be a place to visit, talk shop and just catch up with friends. Clinic rooms were located right off the atrium area which made it really convenient. In the Atrium area for the next 3 days the hotel set up a food court, started with breakfast items, went into lunch, snacks and continued until about 7 pm. each day. It was good food, many choices and very reasonably priced. And you did not have to leave the hotel. I thought the floor plan on this hotel for our activities was well set up, open, spacious and rooms within a short walk.

Train Show; this year Indy Junction 2022 had a Train Show & Sale. Show hours 10 -2, where Friday was exclusive for Indy attendees. Friday night, Saturday and Sunday were open for the general public. Twenty one vendors were listed in the Time Table and they exhibited their wares in spacious rooms. There was plenty of room in the booths –and the aisles were nice and wide. I can't list all the products I saw, but here are a few: Caboose Industries, Micro Mark, RS Laser Kits, Brian Banta, and Rail Scale Models some of the exhibitor's. Added this year was a Swap Meet. A second exhibit hall- Veterans Hall, carried an excess inventory of locomotives, rolling stock, structure, tools, used equipment and anything model railroad related. I did not come home empty handed or disappointed.

Railroad Yard Sale; An opportunity for all convention registrant's to sell your excess good quality, not going to use, dust collecting model railroad items ... and buy more! Pricing is done in \$5.00 increments only, so it is easy to keep track. 10% of your sales go to Indy Junction at reconciliation on Saturday morning. I took down about 3 totes of items that the time had come for me to part with, sold about ¾ of the items that I hope somebody else can use and did gain some extra \$ (fuel!!) I would like to see this at future meets.





Clinics: 71 clinics were listed in the timetable, and each was repeated twice; so there was always something to attend. You could learn about Designing-Planning, Electronics, Operations, Modeling, Prototype & History, Innovation, Human Element Clinics, and Modeling with the Masters just to name a few; plenty for everyone.

Sam Swanson's "hands on" clinic Painting and Weathering with Inexpensive Craft Acrylic Paint is one I took in. This clinic over a 4-hour period focused on developing skills in painting and weathering models in a three step process, including base-color painting, staining there was plenty of time allotted for this clinic and Sam had the time to work one to one with every one and cover questions and share advance techniques that he uses.

RPM Conference modelers presented 21 clinics on various prototype topics: Evergreen trees, Photography, Loads, Cars, Operations, Full Scale Restoration.

Some very outstanding prototype data was presented. Two that I took in was Prototype Evergreen Trees –John McCarthy, these are bottle brush trees perfected, and the US Military Railroad-Aquia Line by Bernie Kempinski, Freelance author, Alkem Scale Models Proprietor, and military historian. In the tour of his layout I learned more about the Civil War than I did in school! It was an outstanding layout, to see and experience. He has uniforms, insignia on his soldiers that are correct for the time period and scenes he has created.

Layouts; Central Indiana is home to dozens of layouts that hosted open house and op sessions. All these tours were self-guided. 48 home layouts and 4 club layouts are on the tour. The layouts associated with the Indy Convention were grouped together by areas and all open that day. All had a minimum of 3 with some as many as 7 layouts tour. The Timetable had a QR Code that you could use your Smartphone to scan and open a web page with addresses to the layouts. On the web page you found a link to Google Maps for the location to each layout. I did not get a chance to see any of the layouts, but I did hear from a friend of mine, John Leow (Midwest) that Dan Goins' Santa Fe, Matt Hewitt's Shadowton Ridge Northern, and John Poray's New York Central were all worth seeing.

Modular Layouts; Five modular layouts were on display in spacious rooms. These made up for the lack of time to visit layouts. **T-Trak** A large N-scale layout sponsored by the Mid Central Region. You could run your own train and operate on this layout. Railroad Prototype Modelers Conference had Mod-U-Track .



“Model & Photo Contest” The contest includes categories for models, photographic prints, and arts and crafts. 7 awards were given for Best of Show, 24 First Place Awards, and 7 People’s Choice (popular vote) Awards. *(See separate report on the Contest on Pages 26-28).*


This year I volunteered to help out in the contest room. I also gained some time units for my volunteer AP certificate. 141 entry’s in the contest room this year. All of the 24 categories had models or photo’s entered. A mine building diorama and passenger cars is what I had taken out this year.

Extra Fare & Non Rail Events

- **Amtrak Beech Grove Shops Tour;** this is Amtrak’s primary maintenance facility in Beech Grove, Indiana outside Indianapolis
It also contains a very large freight yard. This tour was held on Thursday for those that signed up.
- **Friends of the Freight Car Dinner;** this function was sponsored by the Prototype Model Railroaders Conference. All were welcome to purchase a dinner ticket a separate sale ticket to enjoy dinner and the show. The evenings presentation of “Railroad Images in Indianapolis and Central Indiana in the 50 and 60s” by Dick Baldwin
- **Modeling With the Masters;** Sam Swanson’s Painting with Acrylics this is a “hands on workshop”
- **White Water Valley Railroad;** this was a self-guided event where you traveled to Connersville (about 60min) and you boarded the Whitewater Valley Railroad and traveled to Metamora, had a 2-hour layover. There was a working grist mill, restored canal and lock, gift shops and restaurants. The return departure was 1:30 for the return to Connersville at 3PM.
- **Presentations:** Welcome to Indianapolis, Ways to Journal, Aging Eyes, The Side Tracked Wife, Weathering the Storms of Life, Meal Prep –Pampered Chef Journal- These were 1-2 hour presentations that were held in the hotel.
- **Self-Guided Tours:**
 - Indy Motor Speedway
 - Children’s Museum of Indianapolis
 - Eiteljorg Museum
 - Indianapolis Museum of Art
 - Mass Ave
 - Baseball Games
 - Corner Prairie Museum

Several great prototype trips, activities were available to take in in the area. 7 hobby shops to check out, that I counted. Downtown Indianapolis is worth seeing, many fine shops, places to eat and the locals.

The area has more to offer than you will have time for!!


To sum it up

Saturday evening is here already, where did the time go?

Awards Night Contest winners were announced and awards presented quickly. The model and photo contests were outstanding- the best I have seen. Working in the room gave me the chance to take many pictures for ideas and future projects. Also learn how to do the judging part on models.

Well a successful convention accomplished. Seem like every year there is some issue, last year it was the bug. I do have my doubts about traveling these days in a frustrated world, the only pain I had was reaching for my wallet at the gas pump!! I survived and shall return to the next doings!

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.

Then it was all over. Time to head home. We all had a great time, met new friends, and said our good bye, promised that we would see each other again.

Hope to see you all in Ft. Wayne in 2023. David

Clerk Report

Bob Crocker

We currently have 37 Active Members.
Welcome Mark Zaggers from Lake City – Our newest Member



Railway Mail Service Clerks in Kansas City Missouri

Paymaster Report

David Zolnierek

NMRA NCR Division 2 Monthly Financial Totals

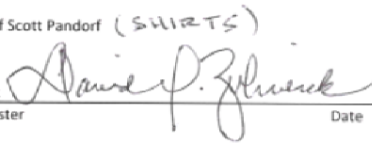
From May 1, 2022 To May 31, 2022

000: REGULAR SHARE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Beginning Balance	\$ 5.00	\$ 125.00	\$ 125.00	\$ 125.50	\$ 169.25								\$ -
Phone Transfer													
Pike Ads													\$ -
Year to Date Dividend Paid													\$ -
Show and Tell Fund				\$ 8.25									
Donations	\$ 100.00	\$ 0.00		\$ 35.00									
E Statement Bonus			\$ 0.50	\$ 0.50	\$ 0.50								
Other	\$ 20.00	\$ 0.00		\$ -	\$ -								
Ending Balance	\$ 125.00	\$ 125.00	\$ 125.50	\$ 169.25	\$ 169.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169.75
003: CHECKING ACCOUNT													
Beginning Balance	\$ 986.81	\$ 986.81	\$ 986.81	\$ 1,281.81	\$ 1,361.81								\$ -
Phone Transfer (withdrawal)													
Pike Ads													
Year to Date Dividend Paid													
Show & Tell Fund													
Donations			\$ 295.00	\$ 80.00	\$ 70.00								
Other				\$ -	\$ -								
Ending Balance	\$ 986.81	\$ 986.81	\$ 1,281.81	\$ 1,361.81	\$ 1,431.81					\$ -	1,431.81		\$ 1,431.81
000 & 003 ACCOUNT TOTALS													\$ 1,601.56
EXPENSES													
Meeting Expenses	\$ -												\$ -
Clinic Expenses	\$ -												\$ -
Other	\$ -												\$ -
													\$ -
													\$ -
Total Expenses:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Ending Balance in Wolverine State Credit Union</i>													\$ 1,601.56

NOTES:

- 11-Apr-22 Deposit of \$80.00 Shirt Memorial Member: ?
- 25-Apr-22 Deposit of \$35.00 Shirt Memorial Member :PM
- 25-Apr-22 Show and tell Deposit : \$8.25
- 5/16/2022 Deposit of (2) \$35.00 each In Memory of Scott Pandorf (SHIRTS)

Submitted By: David Zolnierek
Division Paymaster



Date 12-Jun-2022

Around the Division

Rail Trip in Canada By Jens Hensel

First Passage to the West

From Vancouver to Kamloops, Banff, Lake Louise, Jasper, Quesnel, and back to Vancouver it was quite a journey on the Rocky Mountaineer. The initial trip was 2 days on the train (CP Rails) with an overnight stop in Kamloops, a three night stop in Banff, and then a two night stay in Lake Louise. The scenery on the way to Banff was spectacular going through semi-arid terrain and snow covered mountains. The route retraces the historic Canadian Pacific Railway, famous for uniting the country and connecting British Columbia to Canada over 125 years ago. Highlights included the ***Spiral Tunnels*** and ***Stoney Creek Bridge***, both engineering masterpieces, and ***Craigellachie***, which is the location of the ***Last Spike*** on Canada's transcontinental rail line.



Maureen is happy.
Beverages are being
served.



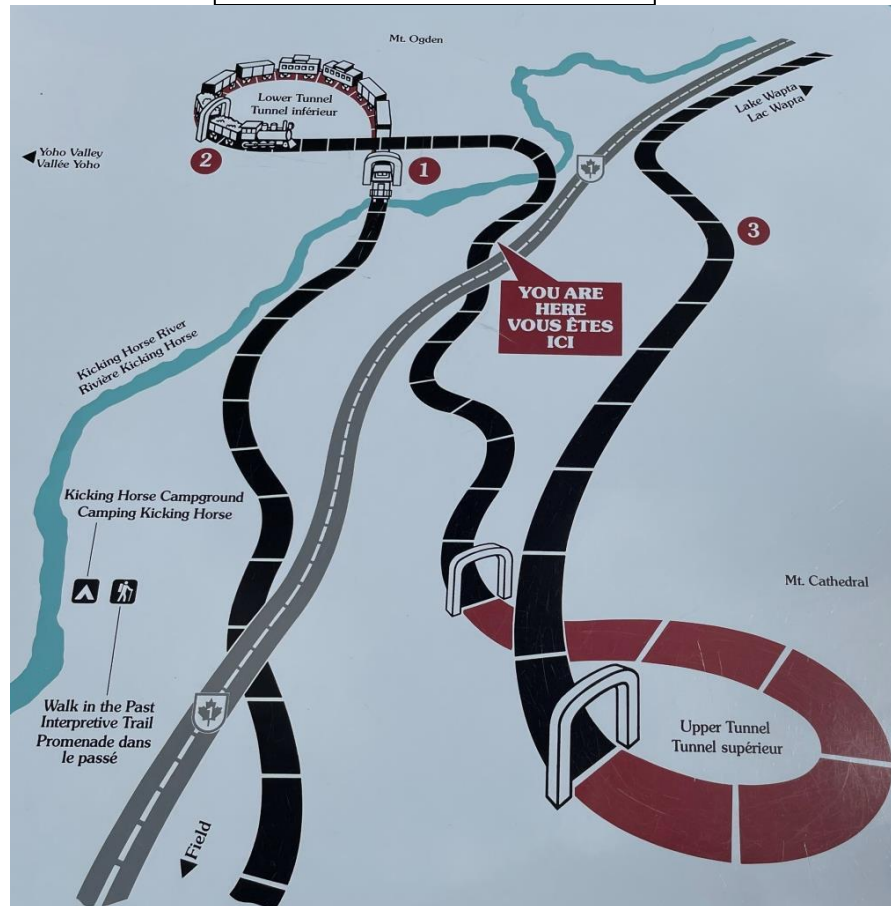
Heading East towards Banff

Stoney Creek Bridge Lookout



The bridge is located near the eastern slopes of Mount Tupper. A wooden structure originally spanned the canyon, replaced in 1893 with an arch shaped 336 foot long steel structure. This structure was replaced again in 1929 because of the weights of new locomotives. The newest bridge was built over the old one and spans 484 feet and is 295 feet above the creek bed.

THE SPIRAL TUNNELS NEAR LAKE LOUISE



One of the weakest links in the CP Rail line during the first 23 years was the “Big Hill”, a 13 km/8 mile stretch between Field and Hector, BC. Constructed in 1884, this was to be a temporary line until another alternative could be found. Not only was it dangerous at a 4.5% grade, it caused enormous costs in repairs, wages, and operational expenses.

In 1907, construction began on the unique Spiral Tunnels. Modelled after a tunnel system in Switzerland, it took 1,000 men 20 months to complete. It involved the excavation of 557,500 m³/750,000 cubic yards of rock, and it cost over \$1 million to build. However, it allowed the grade to be reduced to a more manageable 2.2%.

The Upper Spiral travels through Cathedral Mountain and is 993 m/3,255 feet long and turns approximately 290 degrees, emerging 15.25 m/50 feet higher than its entrance.

The Lower Spiral is tunnelled through Mount Ogden and is 891 m/2,923 feet long and turns approximately 230 degrees, emerging 17.1 m/56 feet higher than its entrance.

Described in a railway timetable of the day: “The whole thing is a perfect maze, the railway doubling back upon itself twice, tunnelling under mountains and crossing the river twice in order to cut down the grade.” ♦

**THE LAST SPIKE – NOV. 7, 1885
CRAIGELLACHIE, BRITISH COLUMBIA**



A stone cairn built by CP Rail in 1927 marks the historic spot. The plaque reads: "Here was the last spike completing Canadian Pacific Railway from ocean to ocean November 7, 1885."



BANFF STATION

Now we say goodbye to Lake Louise and head to Jasper by bus, stopping at the Columbia Ice Fields. A special excursion bus takes us to the top of a Glacier. Standing on a Glacier is a first for us.



Athabasca Glacier

After our Glacier stop we spent two nights in Jasper.



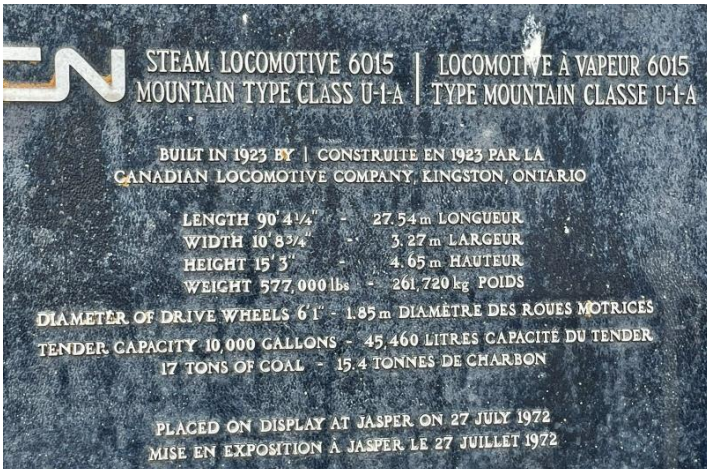
**A new friend made on board the train.
Danny from the NMRA Pacific
Northwest Region, Division 7
(British Columbia & the Yukon)**

First Passage to the West

Now we conclude our journey with three days of train travel from Jasper (CN Rails). Overnight stops include Quesnel and Whistler, and then back to Vancouver. We viewed beautiful valleys and wilderness along the way.



Jasper Train Station and Yard



Mountain Class Steam Loco on display at the Jasper Station



Passing a VIA near McBride B.C.



First night stop in Quesnel B.C.
The Cariboo Gold Rush. 1857-1871





On the way to Whistler B.C.



Fraser Canyon.
Looking out the Train Window



Whistler Train Station



Some new Weathering Ideas? Near Squamish B.C.



End of the Road. North Vancouver B.C.



The trip was fabulous with a 5 star Breakfast and Lunch included as well as all of your drinks.

The Rocky Mountaineer operates a fleet of 79 pieces of rail equipment, including 11 locomotives, (Mostly GP 40-2) 44 passenger coaches, and 24 power and supply cars.

Nine of the original were used by CN and UP.

Currently 18 passenger coaches are Silver Leaf Service single-level dome coaches and 26 are Gold Leaf Service bi-level dome coaches.

They also offer a rail trip in the USA (from Denver Colorado to Moab Utah). It is really worth considering.



Happy travels,
Jens Hensel NCR Div 2

Around the Division

George Hermach's Layout Sante Fe in the Midwest



Sante Fe Station Laser Kit



Tool and Die Shop Laser Kit



Layout Overview



United Grain Growers

Around the Division

David Zolnierek INDY JUNCTION Contest Report

Indy was good !!

I did volunteer for the contest room, to help out, and spent the four days there.

Here is how it went and how they ran it:

I attached the contest forms you had to use for your model entry, you had to have the data on an Indy form (not a NMRA (national form)).

- 4 stickers made up ahead, one on the judges score sheet, one on the contest entry form, one on the claim check, one on the tag that went by the model, This went really smooth with registering models
- The stickers were M for models, K for kitbash, D for display, P for photo.
- Contest entry forms went to the chair to log in.
- Judges score sheet went with the model on the table.
- ID tag went by the model for People's Choice award voting.
- Claim check went with the modeler for return to pick up model.

We registered 141 models.

- 36 Pictures
- 10 dioramas /displays
- 8 Arts & Crafts
- 51 Kit bash Models
- 36 Scratch built Models

From the NCR entries, we had :

- 1 Display/Diorama
- 4 Photos
- 3 Arts & Crafts
- 7 Scratch Built Models
- 3 Kit bash Models

They had seven awards for Best of Show
Twenty four first place awards and Seven People's Choice Awards (popular vote)
You received an Honorable Mention Ribbon for entering even if you did not place, which was at least some recognition

It was a good time as a volunteer. I learned a lot in that room during the convention. One thing that I saw was with the Train show going on in the same building people that where not registered for Indy convention were coming thru, who I had to turn away from entering the contest room. Not my doing but contest room chairman orders. I realize that judging was still going on, but with the help we had on Sat., they could have been allowed in. We are an aging group; no better way to inspire the youth, and possibly acquire a new member. I don't think they should not have been turned away. Only my thoughts.

David Zolnierek

Preserving The History of Red Mountain

David received 12 ribbons along with a First Place Plaque. Super work as always David,



Passenger Car Interior



Well Done - Congrats David!



David's Indy Junction Winner!



David's 12 Ribbons in Total

Around the Division

David Zolnierok

Show and Tell at Division Meeting: 23 April 2022



New Products, Material Sources

Topic; 1900's Figures - Red Mountain Population 130

- + Andrew C. Stadden, Miniature Figurine Sculptor-Patternmaker, Great Britain, www.acstadden.co.uk Victorian, Edwardian era pewter cast figures in HO scale. Outstanding details!
- + Preiser – www.preiserusa.com This is a good source for unpainted figures in the bulk. A large selection of painted, unpainted railway personal, seated, posed, working figures are available from this company. Plastic and can be drilled and modified for different poses or scenes.
- + Knuckleduster-Western Rail www.knuckleduster.com Pewter cast in HO scale- Old West-KWR-87102, Soiled Doves-KWR-87106 seated & standing passengers, saloon & towns people from the late 1800's.

- ✚ Rustic Rails Div of Musket & Miniatures LLC www.musketminiatures.biz Pewter cast, unpainted, 22 mm/HO scale. Old west, early era.
- ✚ JUNECO Scale Models- Inter –Hobbies Distributors Inc. R. R. No.1 Martintown, Ontario. KOC1SO. Pewter cast & unpainted.
- ✚ BEST Bollinger Edgerly Scale Trains-the Skanky Yankee line is a distinctive line of colorful characters in pewter/unpainted. www.skankyyankee.com
- ✚ Fun & Games www.scalefigures.com. large selection of figures in all scales. They produce a wide variety of figures and also carry other manufacture lines.

Blue Moon Manufacturing is Distributed by Old Glory Corp.

www.bluemoonmanufacturing.com www.oldglory25s.com these are mostly gaming & battle figures. 15 mm & 28 mm in pewter is what they make. I use the 15 mm a bit small for ho scale, but inside buildings, distant and forced perspective scenes they work , look under 15 mm Old west, I use set 15-OW 102 Personalities has colorful old time characters.

- ✚ Shapeways – www.shapeways.com/marketplace/miniatures. this was my source for the 1.87 scale Bowler and Top Hats. 3D printed Package of (40).
- ✚ Outland Models-Guangzhou, China www.outlanmodels.com HO scale 3D printed figures, lack fine detail, but very inexpensive, good for background scenes. Package of (16) was about \$4.00.

Paints

- ✚ Primer: I use a good grade of White automotive primer for the pewter cast figures. Seems not to obscure fine details.
- ✚ Faces, arms, legs:
 - Vallejo Model Color: 70.955 Flat Flesh (base) 70.815 Basic Skin Tone(wash)
 - Model Masters Acrylic; Skin Tone Warm Tint with Skin Tone tint base –light (4601) for highlighting.
 - Polly Scale Sand & Aged Concrete about 60/40 for a skin tone.

+ Stains:

- Acrylic Burnt Umber use as a wash
- Hunter Line Weathering Mix : Raw Sienna (wash)

+ Craft Paints:

- Apple Barrel,
- Americana,
- Delta Ceram coat,
- Folk Art.

+ Acrylic Paints Use Flat sheen no gloss

- Accuflex,
- Tamiya XF series,
- Vallejo: Model Air & Model Color
- Polly Scale
- Model Master
- Model Decals & Paint; Acrylic Airbrush paint (washes)

+ Brushes:

- 18/0 Round , 20/0 Round, 20/0 Monogram, 10/0 Shader

+ Thinners:

- I use distilled water for the acrylics. Dip brushes into distilled water first before paint. Never dip a dry brush into your paint!

D Zolnierek Data as of 9 May 2022 Red Mountain POP. 130



David's People

Around the Division

Walt Wyatt

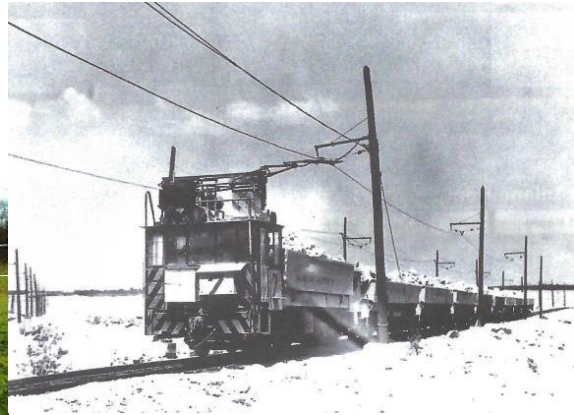


Walt Built this for his Office Desk at College

An article By Walt Wyatt

Inland Lime and Stone Company

I took this photo last year. The locomotive/dump car is on display in front of Stan Zellar's log yard east of Gulliver Michigan. (The UP) on US-2. You can drive into their parking lot and walk around the locomotive. Watch out for the logging trucks arriving and leaving as Zellar's is where logs from the forest are loaded on CN freight cars. The yard is very active. You can view the loading operation, but from a distance. BE VERY CAREFUL. If you are lucky, you will see CN trains along US-2 hauling logs and stone.



Note the off-set trolley wire. Cars can be loaded without touching the trolley wire that would normally be in the center of the track. This would be an interesting feature on any electric railroad hauling material that had to be loaded from above. A great branch line for any model railroad.

This was an electric powered industrial railroad which ran from quarries to Port Inland, east of the Garden Peninsula in the Upper Peninsula until 1989, when diesel locomotives took over as motive power.

The railroad was built in 1928 and a crushing and screening plant was opened in 1930 at a port known as Port Inland, about 20 miles east of Manistique. The railway was seven miles long and built to standard gauge. It has an interchange with the Minneapolis St. Paul & Sault Ste. Marie (Soo Line (<http://www.michiganrailroads.com/railroads-in-history/485-q-s/3941-soo-line-railroad-company>)) 4.5 miles north of the port.

Trains with electric propulsion consisted of an electric locomotive/dump box and nine 30 yard dump trailers. Current was 600v DC picked up by the motor from a side trolley. Each train had a 2 person crew who were in radio contact with a dispatcher.

Normal operating cycle was 50 minutes for loading, 20 minutes on the road, 20 minutes unloading and 20 minutes to return to the quarry. Trains usually ran every 20 minutes.

Passing sidings were located south of Inland Jct. at Woods and Cherry Ridge sidings. North of Inland Jct., passing sidings were located at Overhead and Huntsfur.

Electric operation of this railroad ended in 1989. One motor-trailer is displayed non-working along US-2 near the plant.

Today, the railroad is powered by diesel locomotives with longer trains being used. As of the late 2010's, the railroad had at least three diesel locomotives on site.

Around the Division

John Campbell

Ann Arbor RR McKeen Motor Car Build Progress



Rear Truck Side Frames

Each Truck has 43 individual pieces including rivet decals.



Roof - a lot of trial and error using a wood form and heat gun to styrene. Not completely happy with this yet. I might put a bit more curve in the rooftop and try thicker styrene. The first looked awful, the second not much better, the last (bottom) is getting closer!



Car body is now cut out. There will be a thinner inner layer with window glass sandwiched between.

Ann Arbor RR McKeen Motor Car Build Progress



Seat cushions made out of styrene channel. Working on the seat frame/stands.



Basic structure with the car floor and car sides temporarily taped together. Gives a good idea of the basic shape.



NWSL Stanton drive that will be the rear truck. The front truck will be unpowered on the model, but on the prototype only the front axle of the front truck was powered by a 250hp gas-powered marine engine.

Guest Pages



The Birth and Growth of the Nashville Road

By Dave Husman and Andy Keeney (NCR Capital Div 5)


NOTE: The creation of a history for your railroad lends credibility to what you are trying to achieve. I also found it very enjoyable creating this history with Dave Husman.

At the turn of the century, railroads were a booming business. In 1886 the Chicago, Indianapolis, Nashville and Southern Railway (CIN&S) popularly known as the Nashville Road, was formed when the Chicago, Indianapolis and Southern (CI&S) and Nashville and Alabama (N&A) Railroads were merged. This merger formed a direct north-south route from Chicago to Birmingham.

The Nashville & Alabama Railroad had been cash strapped when it was built and had established a joint freight terminal in Nashville with the Nashville, Memphis and Pacific Railroad (NM&P), which operated from Nashville to Memphis. In 1881 the two railroads formed the Nashville Terminal Railroad (NTR) to operate the jointly owned South Yard in south Nashville and the Nashville Union Passenger Terminal (NUPT).

In the Panic of 1893, the NM&P had a heavy debt load and was slipping into bankruptcy. The Nashville Road acquired controlling interest in the NM&P to gain direct access to Memphis, reduced its debt and saved it from bankruptcy.

The Nashville Road was a wealthy road after WW1 and a huge improvement project was started in mid 1920s which included CTC which was installed on much of the major routes and numerous bridges were upgraded.



For many years, the Nashville Road had wanted access to the Gulf and began a serious effort to acquire control of the Birmingham, Montgomery & Gulf Railroad (BM&G). Work proceeded until 1929 when the Nashville Road became financially stretched to the limit by the commitment to an ambitious improvement plan and embroiled in an expensive takeover attempt. When the stock market crashed, the takeover bid for the BM&G failed. By 1931 the Nashville Road itself was close to bankruptcy.

For many years, both the Baltimore & Ohio Railroad (B&O) and the Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P), better known as The Milwaukee Road were both looking for profitable expansions and specifically a direct route into the deep south. The B&O had also been looking for partners to form a faster route between the east and west coast bypassing the major traffic hubs of Chicago and St Louis. The Milwaukee Road with a secondary line that ran south to Terre Haute, IN and then east to Seymour, IN was very anxious to increase its traffic to the south.


Discussions leading to a possible agreement between the Baltimore & Ohio, Rock Island (CRI&P) and Southern Pacific (SP) were contingent upon the CRI&P and B&O gaining access to a mutually acceptable location for interchange to complete the direct route which would bypass the heavy traffic hubs of St Louis and Chicago.

Two options were possible for this agreement, either acquire trackage rights on the Nashville Road from Louisville to Nashville (B&O) and Memphis to Nashville (CRI&P), or both acquire partial ownership of the Nashville Road, the latter being the preferred option.

By 1932, the Nashville Road's financial situation made it ripe for takeover. The B&O and Milwaukee Road acquired partial ownership and controlling interest in the Nashville Road. They became the largest stockholders but both having less than 50 percent shares. With the support of the B&O, a portion of the old MN&P Division (Memphis to Columbia, TN) of the Nashville Road was sold to the Rock Island. With the addition of trackage rights on the Nashville Road from Columbia to Nashville, the Rock Island now had direct access to Nashville.

With the financial backing of the new owner railroads, the Nashville Road was able to complete the takeover of the B&MG, which then gave the Nashville Road direct access to New Orleans and more importantly, the Gulf.

As the country slowly came out of the Great Depression, a decision was made to build a new freight yard for the Nashville Road at Gresham on the northern outskirts of Nashville. It would be named Gresham Yard.



Once Gresham Yard was open for business, all Nashville Road operations at South Yard ceased and the yard was sold to the B&O and Rock Island and renamed Ribo Yard. It would be a shared yard and used for interchange between the two railroads. All customers and switching south of downtown Nashville would also be serviced by those two railroads through Ribo Yard.

An agreement was struck between the owning railroads which allowed the Nashville Terminal Railroad's operation to be reduced to the management of the Nashville Union Passenger Terminal which still remains in effect.

The Milwaukee Road's influence on the Nashville Road can be seen in the logo and paint scheme for the new diesel freight locomotives that were slowly being delivered to the railroad. The schemes were almost identical except for yellow replacing orange on the Nashville Road units.

The Nashville Road System as of December, 1953

Today, the Chicago, Indianapolis, Nashville & Southern Railway connect the Great Lakes to the Gulf. It has mainlines from both Chicago and Detroit to Indianapolis and then south to the Gulf via Louisville, Nashville, Birmingham, Montgomery and New Orleans.

The largest freight facility on the railroad is located at Indianapolis. Other major yards are located at Chicago, Detroit, Louisville, Nashville, Birmingham and New Orleans. North Yard in Louisville is shared with the B&O. The B&O has trackage rights on the Nashville Road from Louisville, north to Indianapolis and south to Nashville.

Not surprisingly, the Milwaukee Road is a major connection in Chicago with a heavy interchange of traffic going to and from the Northwest. The Milwaukee Road and Nashville Road are two of the earliest railroads to have run-through service and units from both roads may be seen anywhere on each other's system.

A work agreement between the railroads and labor unions does not allow crews from the B&O or the Nashville Road to operate each other's trains between Louisville and Nashville. B&O trains to and from Louisville must depart from or terminate at Ribo Yard. Nashville Road trains to and from Louisville must depart from or terminate at Gresham Yard. This restriction does not stop the railroads from interchanging power when needed. At times B&O power may be seen on Nashville Road trains and Nashville Road power on B&O trains anywhere between Indianapolis and Nashville. But unlike the Milwaukee Road / Nashville Road power agreement, this is the exception rather than the rule.

The Rock Island has trackage rights on the Nashville Road from Ribo (Old South Yard) Yard south to Columbia, TN where it reaches its own mainline to Memphis.

The Nashville Union Passenger Terminal (NUPT) services passenger trains of the Nashville Road, B&O and Rock Island. The Terminal is managed by the Nashville Terminal Railroad which uses its own equipment and all operating crews are from the three user railroads.

UPDATE: January, 1956

The Louisville & Nashville Railroad has just made a deal with the B&O and has purchased its shares of the Nashville Road. Now, the Milwaukee Railroad will share ownership of the Nashville Road with the L&N. This has given the L&N a direct route into Chicago and the Great Lakes and gives both the Nashville Road and Milwaukee Road stronger connections throughout the South.

As of January 1956, both the L&N and NC&StL have moved some of their passenger traffic to the Nashville Union Passenger Terminal for better interchange service between railroads.

The B&O will continue to have all trackage rights that it had previous to selling its shares of the Nashville Road. All work and power sharing agreements between the Nashville Road and the B&O have been cancelled. L&N and the Milwaukee Road will be pooling their power throughout the Nashville Road system; however, all 3 railroads operations will remain independent for the foreseeable future.

As of this time, January, 1956, the Nashville Road remains a financially strong railroad with a vibrant future.

Andy Keeney also has a fabulous Railroad:

The "Chicago, Indianapolis, Nashville & Southern" (It goes by the "Nashville Road.")

1956 era and working on a second era, 1969, which we will bounce back and forth between the 2. It will be heavy on Alcos.





Mystery Layout

Who can identify this famous layout?

(Spring Newsletter's answer was - Dave Capron's Great Lakes Northern #2)



AP Corner

June, 2022


Pete Magoun, MMR©

It's Up!!! Temperatures are headed toward the 90s, the grass is shooting skyward, the price of gasoline is now above five bucks a gallon, and pretty much everything except the stock markets and our incomes is ... Up. Time to consider saving some money by heading down into the basement and working on the railroad where it's cool....

So, what have you been doing recently? In the last newsletter I mentioned that David Zolnierek and Dr. John Campbell have been making progress, and indeed they have. David returned from the Indy Junction combined three-region convention with happy thoughts about it, and a week or so later, I received an envelope full of Merit Award certificates from NCR AP Chair Skip Luyk, MMR®, honoring David's efforts. David earned six Merit Awards for cars entered in the contest, all of which exceeded 100 points in the judging process, and one of which, his Silverton Railroad coach "Yankee Girl," was the First-Place model in the Scratchbuilt Passenger Cars category.

There are photos of this car and others elsewhere in the newsletter. Note that the interiors are all lighted and that the Trainman is on the rear end of Yankee Girl with his lantern, ready to flag when the train stops.... I'll recommend a good look at the interiors here... there is some seriously good craftsmanship on display. Also note that the roof lighting uses electricity sent up through wires concealed in the interior and connected to pins on the roof using Kadee coupler springs into which the roof pins go when the car roof is positioned on the car. Wow!

Dr. Campbell is well along on his scratch-build of an early twentieth-century McKeen Motor Car Company Rail Car for his Ann Arbor layout. This unit was used in the early 1900s between Boat Landing at Elberta/Frankfort and Cadillac (John's end of track). The unit was not overly successful, as with a 275hp engine, it was underpowered, so I think it's possible that John's Stanton Drives may be more powerful than what was in the original car! He's sent me some Not-Ready-for-Prime-Time photos, and I suspect that there will be a Merit



Award in his future but won't know until I have some evaluators look things over when he's finished.

I've been casting about for more subject matter and have come up empty, so I'll finish this off with the last couple of paragraphs from the last issue:

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! 6/17/22

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AP Awards

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.

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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 Zolnerek**

Other Coming Soon Selected Events:

8/06/2022

Rail Fan's Weekend

Flint, MI

8/07/2022

NMRA National – Gateway 2022

St. Louis MO

9/17/2022

Michigan RR History

Lansing, MI

9/24/2022

Model Train Show

Mt. Clemens, MI

10/28/2022

NCR Div. 9 Convention and Show

Battle Creek, MI

Division 2 Leadership

<i>Superintendent</i>	<i>Mike Cipko</i>	mcipko@charter.net
<i>Assistant Superintendent</i>	<i>Jens Hensel</i>	jens.hensel50@gmail.com
<i>Chief Clerk</i>	<i>Bob Crocker</i>	rc6sb@charter.net
<i>Paymaster</i>	<i>David Zolnerek</i>	djzolnerek@gmail.com
<i>Yardmaster—North</i>	<i>Mike McDougall</i>	michaelcoquy@sbcglobal.net
<i>Yardmaster—Traverse City</i>	<i>Al Johnson</i>	alwyn0008@gmail.com
<i>Trainmaster</i>	<i>John Campbell</i>	Jcampb1513@aol.com

