National Model Railroad Association North Central Region

Division 2 Newsletter

Volume 8 No 4 Winter 2022

Happy Holidays to All

Somewhere in Germany

Division Meeting

Saturday, December 17, 2022 – 10:00 AM

This will be a virtual meeting 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 video presentation on "The Day the Gauge Changed".

From the Editor

Christmas is almost here. Have you checked your list twice? (Model Railroad Items?); or if you are like some others, you may have a back log of models to build and may wish for something for your other hobbies. Are you allowed (as a Model Railroader) to have other hobbies? Check out the "Member Pages" section for one of our Model Railroader's other hobbies.

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:

- 12 – 17- 2022
Division Meeting – Zoom
- 01-23-2023
Division meeting - Zoom
- 02-18-2023
Division Meeting - Zoom

Spring Elections Coming Soon

Watch for the Division Meeting Invites via Email

On the switch list:

Super Sez…

It's getting colder outside now, and folks are starting to use that "S" word. We aren't going to think about that however, because summer is on my mind. I am thinking about the summer of 2025. Why, you ask? Because the NMRA National Convention will be highballing to Michigan in July of that year!

North Central Region President Dave Capron has recently received notice that the NMRA Board of Directors has accepted the NCR proposal to host the 2025 National Convention. This will be held in the City of Novi, northwest of Detroit, at facilities near the intersection of I-96 and I-275. Contracts for housing and convention space are being negotiated. Anticipated time frame would be sometime after the Fourth of July.

I think that this would be great for us as we won't need to travel a great distance to participate. I do know that a great amount of volunteer effort will be required to make this a success. Opportunities will be coming, so think about how you may be able to help.

In the meantime, remember to keep working on your layouts, and don't forget, "Operating Sessions are Fun."

See you soon. Mike

Winter Announcement

We have had a vacancy on our Board of Directors in the Trainmaster position for some time now. I am pleased to share the news that Al Johnson has agreed to serve in this role. His primary focus will be on division membership. He will be greeting new members and contacting those whose membership has lapsed. Additionally, he will be reaching out to members which we have little contact with. Not everyone resides in the Grand Traverse/Leelanau area and can attend our meetings in person. We'd like to hear what their interests are so that we may serve them better.

Mike

Clerk Report

Bob Crocker

We currently have 32 Active Members.

Sorting Mail inside a RPO Car

Paymaster Report

NMRA NCR Division 2 Monthly Financial Totals

From November 1, 2022 To November 30, 2022

REGULAR SHARE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Totals
Beginning Balance	$5.00	$125.00	$125.00	$125.50	$169.25	$169.75	$170.25	$170.75	$171.25	$197.76	$198.26	$-
Phone Transfer												
Pike Ads									$20.00			$20.00
Year to Date Dividend Paid									$0.01			$0.01
Show and Tell Fund				$8.25					$6.00			
Donations	$100.00	$0.00		$35.00								
E Statement Bonus			$0.50	$0.50	$0.50	$0.50	$0.50	$0.50	$0.50	$0.50	$0.50	
Other	$ 20.00	$0.00		$ -	$ -			$ -	$ -			
Ending Balance	$ 125.00	125.00	125.50	$169.25	$169.75	$170.25	$170.75	$171.25	$197.76	$198.26	$198.76	**$198.76**
CHECKING ACCOUNT												
Beginning Balance	**$986.81**	$986.81	$986.81	$1,281.81	$1,361.81	$1,431.81	$1,431.81	$ 1,431.81	$1,431.81	1,431.81	$ 1,431.81	$ -
Phone Transfer (withdrawal)												
Donations												
			$ 295.00	$80.00	$70.00	$ -	$ -	$ -				
				$ -	$ -	$ -			$ -			
Ending Balance	$ 986.81	$ 986.81	$ 1,281.81	$ 1,361.81	$1,431.81	$1,431.81	$1,431.81	$1,431.81	$1,431.81	$1,431.81	$ 1,431.81	**$ 1,431.81**
ACCOUNT TOTALS												**$ 1,630.57**
EXPENSES												
Meeting Expenses	$ -								$ -			$ -
Clinic Expenses	$ -								$ -			$ -
Other	$ -								$ -			$ -
												$ -
												$ -
Total Expenses:	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
											Ending Balance in Wolverine State Credit Union	**$ 1,630.57**

NOTES: No income received this month (other than divd from Wolverine C U)

No expenditures on account this month.

Submitted By: David J. Zolnierek — David J. Zolnierek

Division Paymaster — Date 30-Nov-2022

Yard Master Reports
John Campbell & Mike McDougall

Summary of the last Division Meetings

Sep. 17 – John Campbell presented an Edutrain Clinic. Vintage Era Trucks and Cars were discussed. Other members also brought in Era appropriate vehicles from their railroads. Meeting was Live from Traverse City and in Zoom.

Oct. 22 – Mike McDougall hosted a NMRA-X clinic, called “Is Model Railway Art?”. It was presented by Rob Clark. Rob is a modeler from the United Kingdom and the clinic was part of the NMRA-X Virtual Model Railroad Convention held in 2020. Meeting was held live in Gaylord and in Zoom

Nov. 19 – Ernie Barry discussed his weathering process for Freight Cars and Steam Locomotives. Meeting was Zoom only.

Around the Division

Power a Tortoise Machine with AC
By Bill Horning

Several model railroaders are using the Tortoise Slow Motion Switch Machine, by Circuitron, to control turnouts and other accessories on layouts. I have found these machines to be very reliable, well built, and nearly indestructible, having installed over a hundred of these machines with very few problems. Circuitron customer support has been excellent in helping solve any of the problems encountered.

In the Tortoise instructions, Circuitron suggests three ways of powering the Tortoise and has diagrams on how this may be done. The first uses a DC power supply and Double Pole Double Throw (DPDT) switches which must be wired to reverse polarity of the DC input to throw the Tortoise motor in one direction or the other. The second uses two DC power supplies wired to supply opposite polarity to a Single Pole Double Throw (SPDT) switch which is more simple but more expensive. The third uses an AC power supply with a pair of steering diodes and requires three wires be led to each SPDT turnout control switch and Tortoise pair. I like the AC power supply method but prefer not to have three more wires running under my layout. It is crowded enough down there as it is! I have eliminated the third wire by moving the steering diodes to the switches that control the motor. It may be a little more soldering and slightly more expensive but the area under the layout is a little less congested.

I have been controlling these switch machines with SPDT toggle switches by running a dedicated two conductor bus wire from my AC power supply under the layout and tapping into the bus wire at each of the toggle/switch motor locations much the same way I run the bus wire and track power drops for my DCC system. The Tortoise/Switch Diagram 1 shows how I have done this. The bus wire continues on and each machine and switch pair is tapped into it.

The power supply used should have 110vAC input and Circuitron recommends 14vAC or 16vAC output. I have used a 12vAC 1Amp power supply with no problems, but there are a couple of the switch motors that work very slowly. The Amp rating of the power supply

depends on how many switch motors you will have on the circuit. Each Tortoise has a stall current of about 14-16mA and draws about 4mA while in motion. I will be able to run as many as 60 switch motors on a single bus using my 1Amp power supply (60x16mA = 960mA). Do the math for your own application to see what the current need for your turnout motor bus.

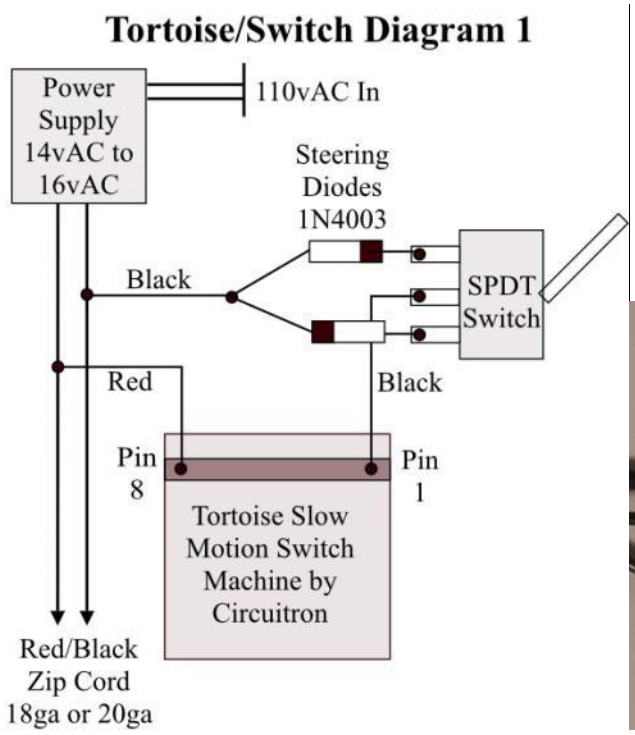
The bus wire I use is either 18 gauge or 20 gauge two conductor (red and black) Zip Cord which comes in long length spools or lengths to order. The Zip Cord is easily split apart and is available through Amazon, eBay, or your favorite electronics supply outlet. If you will have a long bus run use the heavier gauge zip cord. I attach the wire leads of the switch and motor to the bus using suitcase or insulation displacement connectors. The hookup wire leads for the switch and the motor are 20 or 22 gauge black and red stranded wire, black for power to the toggle and red to the bus from the switch motor which match the colors of the Zip Cord.

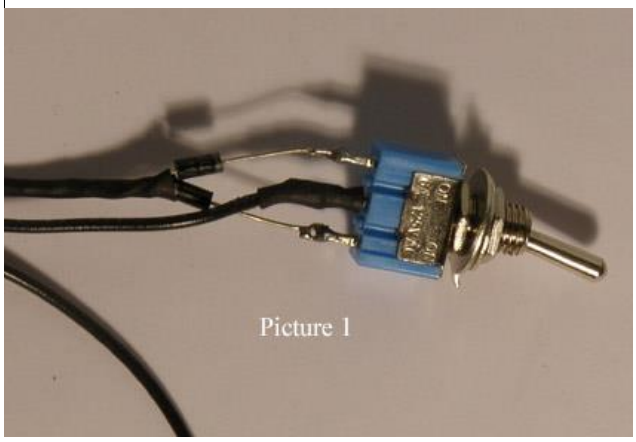
The Diodes I use are 1N4003 which are inexpensive, costing 3 cents or less if bought in larger numbers while the switches, toggle or slide, are also inexpensive if bought on eBay in quantity. Just be sure to get switches that can handle the voltage and current output of your power supply, I have been using toggles with a 125volt, 6Amp rating. Having bought a few hundred of these toggle switches from China, on delivery I test each toggle to be sure it functions properly and have only found a couple that have failed.

Tortoise Slow Motion Switch Machines by Circuitron are available from many sources. I have even bought several used motors online and they still work well. It almost seems these things are indestructible!

If you study Diagram 1 it is likely the only part of this assembly that needs any explanation is the switch component. To assemble my toggle switches I take two diodes and solder one to each of the outer lugs on the SPDT switch making sure that the diodes have the band on opposite ends. At this low voltage the diodes function as a one way street for electrical conductivity, the end with the band is the end that blocks entry which will only pass half of the alternating current sine wave creating a positive pulse on one lug of the toggle switch and a negative pulse on the other lug. I trim and twist together the other two leads of the diodes, cut a length of black hookup wire long enough to reach from the toggle mounting position to the AC bus Zip Cord, strip about an inch of insulation off, wrap this around the twisted diode leads, then solder all three parts together. I usually also put a piece of shrink wrap tube over these soldered wires. Next I cut another piece of black hookup wire long enough to reach from the toggle mounting position to the Tortoise motor position, strip about 3/8” of

insulation, attach and solder this to the middle lug of the toggle switch, and cover the wire and lug with shrink wrap tube. The final product should look similar to Picture 1. I make several of these at a time and keep a few as spares for quick replacement just in case a toggle switch breaks. If using another type of SPDT switch such as a slide switch the procedure will be the same.





The Tortoise motor wiring is simple. The motor control contacts are #1 and #8, the outer two contacts on the Tortoise circuit board. I cut a piece of red hookup wire long enough to lead from the Tortoise motor to the AC bus Zip Cord, strip about ¼" of insulation and solder, this to either contact #1 or contact #8. The black wire from the toggle will be soldered to the other outer contact. I do this before mounting the machine under the layout. The Tortoise may be prepared for mounting to the layout as Circuitron's directions show but I also have read about and use an easier method for mounting under the layout with a pair of 2 ½"x5/8"x3/4"; blocks of wood tapped and countersunk for a 1 ¼"- #6 screw.

Once the turnout machine and the toggle switch are both mounted I connect the red wire from the machine and the black wire from the switch to the AC bus Zip Cord. I Separate the two wires of the Zip Cord and use an insulation displacement connector (suitcase connector) to connect Red to Red and Black to Black. When testing the switch motor, if the toggle position is set for the diverging track and the turnout is aligned with the through track just rotate the toggle 180 degrees and all will be well.

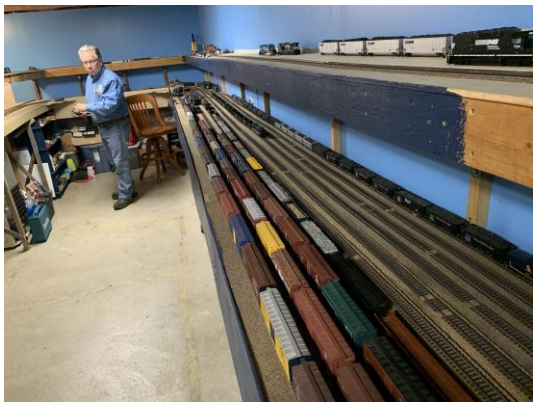
This method for powering the switch motor uses a few more diodes than the method Circuitron illustrates but it saves me having to run a three wire set under the layout and keep track of positive and negative leads to the toggle switch. Also each toggle has just two wires attached so it's a little easier to replace a toggle if necessary. If you are just getting started with powering switch machines on the layout, give this a try, I hope you enjoy the journey. Now it's time to get back to working on the layout!

Items needed:
Power Supply: 14vAC or 16vAC, Amperage as needed
Diodes : 1N4003 or substitute
Switches: Toggle or Slide - 20v, 1A minimum
Bus Cable: Zip Cord, Red/Black 18gauge or 20gauge
Hookup Wire: 20 gauge or 22 gauge stranded Black and Red
Heat Shrink Tubing
Insulation Displacement wire connectors (suitcase connectors)
Tortoise Slow Motion Switch Machine by Circuitron or substitute
Channel Lock Pliers
Soldering Iron and Solder
Wire Cutter and Stripper
Magnifying Glass for my weary eyes

Thanks,
Bill

Around the Division

A visit was made to Mike McDougall's C & O West Virginia Railroad during the October Northern Yard Meeting in Gaylord



Around the Division

NCR Division 9 2022 Kalamazoo Conference
By Al Johnson

NCR division 9 model railroad convention was held on Oct 28-29 in Kalamazoo. I did not attend the Friday night dinner at Battle Creek. Saturday the 29th started at the Kalamazoo River Church with registration from 7:30 to 8:30 and free refreshments. There were three clinics sessions with four different clinics for a total of 12 clinics in the morning. It looked like 40 to 50 people attended the morning sessions.

Starting at 1PM there were 11 local layouts for viewing until 5PM. There were also several operating sessions on Saturday evening.

Sunday the 30th was the Kalamazoo Model Railroad Club annual fall train show and sale.

I did spend some time at the Kalamazoo Model Railroad Clubs, club house and restored caboose. If you are ever in the Kalamazoo area it's a must see. Check out their web site at kmrhs.org hours are Mondays 7 to 10pm and Saturdays 11 to 1PM. 9336 North Riverview.

One of the areas visited Railroads.

Thanks, Al

Around the Division

The Orient Express Train Station

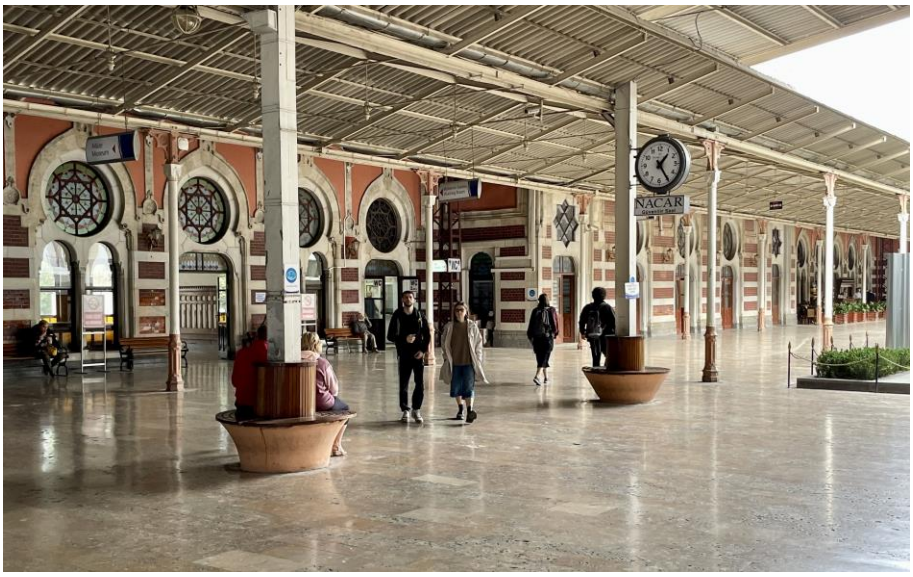
Istanbul, Turkey

Oct. 2022 Visit

By Jens Hensel

Sirekci Terminal
Opened in July 1872
Closed in 2013.
Local Trams have used the Station in recent years.
Tracks have been currently removed during renovation.

Current Station.



Current Orient Express Café and Restaurant Opened in 1890

Loco built in 1874 by Krauss in Munich Germany

Istanbul was the Southeast endpoint for the Original Orient Express. Service ended here in 1977.
The original Orient Express was in operation from 1883 until 2009 when regular Timetable Service ended.
Orient Express Private Ventures, using some of the original coaches, continue to run from various destinations in Europe.

Thanks,

Jens

Around the Division

A Visit to Kevin Predmore's Garage

Picture by Jens Hensel

Division 2 Members and Kevin are looking at his 1965 Dart GT. Other Cars in the Garage include a 2009 Challenger RT, a 1983 Dodge Stepside Pick-up, and a 1967 Barracuda.

This is Kevin's "full size" Hobby situated in a 28 x 48 outbuilding. Kevin's HO Model RR is in the basement of the main house. One hobby will definitely increase your skill set for the other hobby.
Very impressive Kevin.

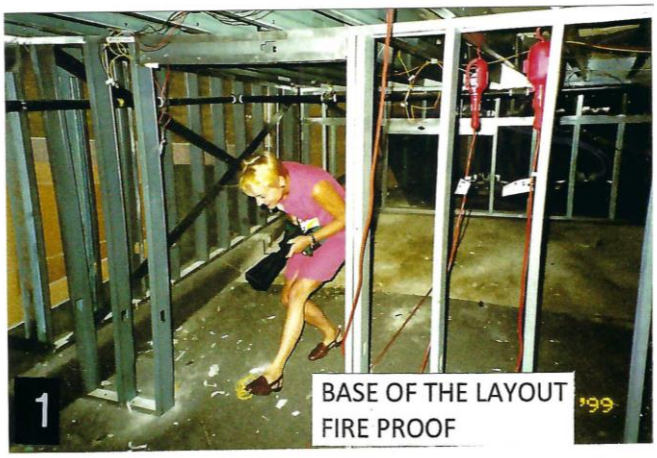
Around the Division

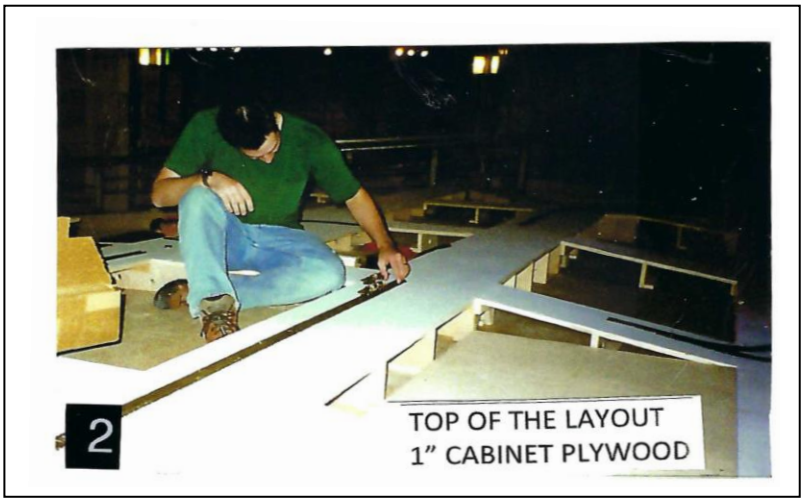
Museum Modeling

By Walt and Carol Wyatt

At our last meeting Pete talked about only one person handling a contest model and with white cloth gloves. Carolyn and I were volunteers at the Cincinnati Museum Center which is housed in the old Cincinnati Union Terminal. It is the large half dome on the west side of I-75 that you can see as you drive through Cincinnati. We volunteered there for 17 years. We helped to build the S scale layout working with other volunteers, museum staff and professional model making companies. The layout was designed by a New York set designer. The layout had to be 100% historically accurate. After completion we took over painting and decaling and lighting the rolling stock which had seen some hard use. We also were docents for the display.

The layout structure had to meet city building codes so it was built with metal supports covered with dry wall and a sprinkler system under the layout as well as the building layout above. The streets that the trolleys and trains ran on were of 1" cabinet plywood as we had to be able to walk on the layout for maintenance and cleaning. Over the years sections of curved track wore away the head of the rail so the track had to be replaced. The layout was built to last 20+ years. When the building was closed for major construction repairs the layout had been operating for 15 years.





Rolling stock ran 10 hours per day 363 days a year. It took a beating due to the long operational time and the lack of skill of many volunteers. Each locomotive and street car had to be serviced at least once per week. Much mechanical work was required inside of the locomotives and street cars plus on trucks and couplers on freight and passenger cars, so repair time was always a factor. For example, we had 9 Cincinnati curved-side street cars and to keep the layout running, 4 had to be operating at all times. I could only pull 5 at any one time to repair them which involved stripping to the bare body to the finished paint and decals and new lights as needed. Visitors come to see trains and trolleys run.

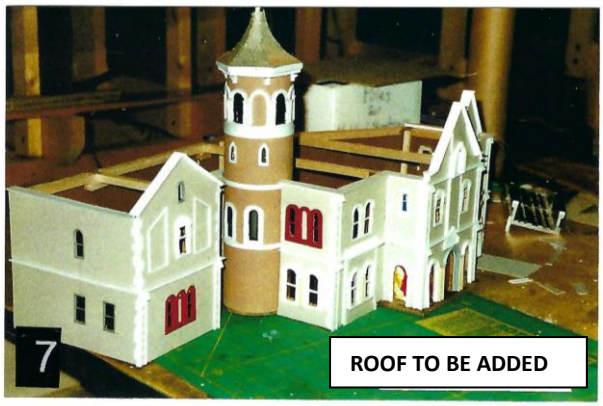
3

TROLLEY STRIPPED AND READY FOR NEW PAINT AND DECALS

5 FINISHED TROLLEYS READY FOR THE LAYOUT

4

Structures had to be built to last and last. The heavy traffic through the layout area and the changes in temperature and humidity along with regular cleaning by volunteers and staff meant that the structure needed to be much stronger than those on a home layout where only selected people can touch the layout. The layout had clear Plexiglas sides for protection but nothing over the top. Most of the structures were built out of tempered hard board with 1”x1” bracing. Then the outer siding was applied with glue similar to what holds an automobile together. Since the layout was Cincinnati in 1940 from the Ohio River and stretching to Cincinnati in the Mill Creek Valley in the mid-1800s, everything had to be scratch built. The main area of the layout was S scale and as the layout progressed up Cincinnati’s 7 hills even modeling the inclines, the structures were HO and finally N scale at the hilltop to give depth.



If you ever have the opportunity to volunteer as a model builder at a museum, you will be working with a group made up of everyone from professional model builders to people who just want to play with someone else's trains. We had the opportunity to work with O, S, HO, N, Z and early non-scale trains like ones built by Carlisle and Finch. At Christmas we helped to run the train that children could ride on. I guarantee that you will get more out of volunteering than you give.

Thanks,

Carolyn and Walt

Around the Division

Chapel Cars

By Walt Wyatt

The following information is from the book, “This Train is Bound for Glory” By Wilma Rugh Taylor and Norman Thomas Taylor. This is a great read if you are interested in how the railroad altered American society.

As the railroad began to expand west, towns sprang up along the way. They were mostly made up of bars and brothels. They served construction crews and train men and were better named “Hell on Earth.” The makeup of these towns worried the big churches on the east coast and many Christian men who lived in places like Boston and New York were active in these churches and were big investors in the railroads. So, it was decided to take religion to these towns with churches on wheels. They developed syndicates to build railroad cars that were churches on wheels, thus the chapel car.

These cars were moved free of charge by the railroads and usually parked on a siding next to the station and stayed until a small congregation was formed and a church building was built. Then they were moved to another town.

These cars were about 80’ long with open rear platform. At one end of the car was a chapel with pews, pulpit and organ. This was about ¾ of the car. The other ¼ was living quarters for the pastor and wife or a priest and assistant. No families were allowed as it was a hard life for the pastors. LaBelle Woodworking Co. makes this car in an HO kit. This kit is an American Baptist car, but most cars were similar. If your railroad is in this era and location, a chapel car parked by a small station would make an interesting addition to your railroad. It would also be a source of a large number of men in work clothes going to church.

Episcopal had cars: The Church of the Advent, The Cathedral Car of North Dakota and Episcopal Chapel car of the Diocese of Northern Michigan. (Short cars)
Baptist had cars: Evangel, Emmanuel, Glad Tidings, Good Will, Messenger of Peace, Herald of Hope and Grace. (80' cars)
Roman Catholics had cars: St. Anthony, St. Peter and St. Paul. (Living quarters at each end).
At the end of the book are drawings of floor plans for all of the cars and logs of all of their travels.
The cars were all built by Barney & Smith in Dayton, Ohio until the great flood of 1927 destroyed the factory.

If you are interested in how the railroad changed US culture, I would also recommend the book, "Chasing the Powhatan Arrow" by Michael Abraham. The Powhatan Arrow was one of the N&W deluxe passenger trains that ran between Cincinnati, OH and Norfolk, VA. The author interviewed people who lived in the small towns along the train's route. It is the story of "How Coal gives and Coal takes away" in the Appalachian Mountains. Railroads are more than steel, wood, coal and oil. Does your railroad reflect the culture it operates in?

Walt Wyatt

Guest Pages
A Quick and "Dirty" Ash Pit

By Mark Albert (MCR Div. 7)

A piece of HO sectional track was the basis for this scratch-building project.

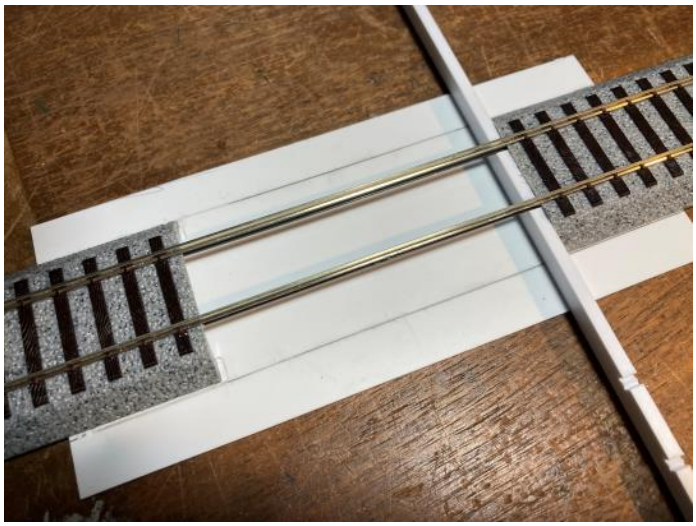
An often-overlooked feature of the typical coal-fired steam engine terminal is the ash pit. However, steam engines cannot be maintained and serviced without removing the ashes and cinders left behind when coal is consumed as fuel in the firebox. I created a "portable" ash pit for the small terminal on my HO-scale logging/sawmill railroad by modifying a 9 3/4-inch piece of Kato Unitrack sectional track, which has the ballast molded in place. When finished, this track section can be handled just like any other piece of snap-and-run track. This enables me to set up and take down my logging/sawmill layout at the local train show sponsored by Div. 7 of the NMRA. My layout uses the standard banquet tables provided by the chapter, so I rely on sectional snap track that can be pieced together on the spot.

The construction techniques I used could be applied to other brands of track such as Bachmann E-Z Track or Atlas Tru-Track. The concept is to create the appearance of an ash pit without a depression that goes below the underside of the track. Variations on this concept also could be adapted to model an ash pit on an existing layout with ballasted track of any kind. Such an ash pit is suitable for the kind of basic engine terminal that might be found on a short line or, in my case, a logging railroad.

Here are the simple steps I followed. (All dimensions can be changed to suit the situation.)

1. Cut out a 3 1/4 -inch section of the plastic ballast with a razor saw. Be careful not to cut into the rail when making the two cuts. When the ballast is removed, be sure that the remaining sections of ballast at either end do not slide out of place.

2. Cut a piece of 0.030 styrene sheet (Evergreen 9030) that is about one inch wider and longer than the section of ballast removed. Glue this piece to the underside of the track ballast with liquid cement. This sheet will stabilize the track and hold it rigid while other components are added. It will become the foundation of the ash pit. Be sure the ends of the rails stay in line with the far ends of the track so that the Unitrack rail joiners are properly located. (This precaution may not be necessary with other brands of sectional track.)



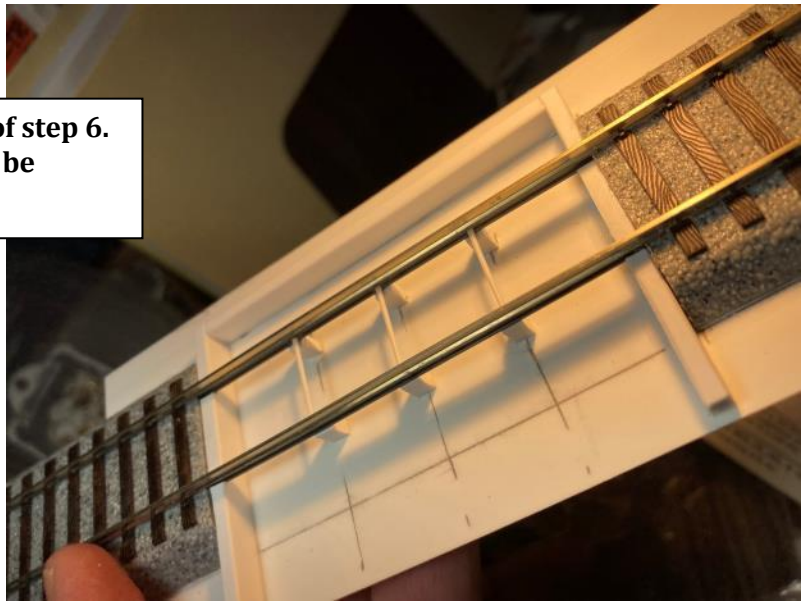
After attaching the foundation sheet under the ballast and I-beams under the rails, I cut notches in the strips to be used for the end walls of the pit. I test-fitted the notches before cutting the wall strips to length.

3. To simulate the steel I-beams that support the rail, cut two pieces of 1/8- by 1/16-inch Plastruct I-beam to fit between the cut ends of the ballast. I found this Plastruct material in my scrap box. Evergreen 1/8-inch I-beam (No. 274) would do, or just use a styrene strip close to that size. Use superglue to attach the I-beams to the underside of the rails.

4. Cut pieces of 0.125- x 0.250-inch styrene strip (Evergreen 189) to simulate the concrete walls that define the shape of the pit. Note that one side is left open for the ashes and cinders to be removed by shovels and buckets or a conveyor that loads a small dump truck appropriate to the era. Glue the strips to the styrene sheet. I had to notch the two end walls to fit around the I-beams installed in the previous step.

5. Fabricate three concrete posts to support the I-beams. I used strip styrene 0.125- x 0.125-inch (Evergreen 186). Cut to fit. These posts will be about 3/16-inch high. They are about ¾ inch apart. These can be attached with liquid plastic cement.

6. Cut three pieces of 3/64-inch diameter styrene rod (Evergreen 221) to simulate the steel tie rods that keep the rail over the pit in gauge. Glue them to the web of I-beam right above the support posts.



Here is the pit after completion of step 6. The foundation sheet is ready to be trimmed.

7. Trim the plastic foundation sheet flush with the concrete walls. My foundation is 3 ¼-inches long and 2 ¼ inches wide.

8. Paint the pit a concrete color of your choice. I used acrylic craft paint for this step (Craftsmart tan). Weather the pit to show that it gets a lot of dirt and wear from having hot ash dumped around it often. Exposed edges of the foundation sheet may need touchup paint to conceal them.

First coat of concrete color has been applied. The second coat was a tan color. that I thought looked more like aged concrete.

9. To create simulated ash and cinders, I ground loose ballast that was a mix of lighter and darker gray, the same color of ashes. I used a small glass bowl with a flat, heavy bottom as a kind of mortar and a 1-ounce bottle of model paint as a kind of pestle. The goal was to create a mix of finer and rougher particles.

10. Spoon this powdery material under the track to create the effect of a pit almost filled with ash and cinders. This conceals the fact that there is no real pit there. I moved the material around a bit to create uneven piles as might occur when the ashes were dumped and raked out of the ash pan on the locomotive. I dripped 90% isopropyl alcohol over these piles followed by slightly diluted artist's acrylic matte medium. Diluted Elmer's white glue also works.

The finished ash pit is ready for the layout that I assemble at the train show.

I placed the ash pit alongside the one-stall engine house (lower right). The other engine terminal structures, which are simply set on the fabric-covered tabletop, are not quite in their final position.

When this glue has set, you're done. The section of track is ready to be placed near the engine house. My terminal includes a coaling tower, water tower, water column and sand house. The ash pit completes the scene.

Thanks, Mark

Blast from the Past

Bob Crocker and Pete Magoun Operating on Ernie's East Raton and Sante Fe RR
Picture was taken 4 years ago. Time flies!!

Mystery Layout

Who can identify this famous layout?

(Fall Newsletter's answer was:
Bill Horning's Rio Grande - Midland
In Suttons Bay MI)

AP Corner

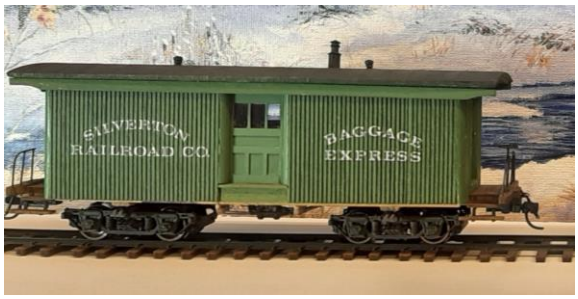
Dec, 2022

Pete Magoun, MMR©

Pete presented several Merit Awards to David Zolnierek for his Models that were entered into this past year Indy Junction Contest.

David received 6 Merit Awards: (All were Scored at Indy Junction 2022 Contest room).

Yankee Girl Coach SRR First Place 117 Points
Mail Car # 11 SRR Second Place 116 Points
Red Mountain Combine SRR Third Place 115 Points
Silverton Gladstone & Northerly Coach #1 Tie for Third Place 115 Points
Passenger Car Silverton Northern Honorable Mention 109 Points
Silverton RR Baggage Express Car #5 Honorable Mention 105 Points



Pete Magoun presenting David Zolnierek with his Merit Awards.

Congratulations David. Job well done.

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.

Need additional information?

Please reach out to Pete Magoun. orion@chartermi.net

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

Ernie Barry · East Raton & Santa Fe

ErnieNorthport@aol.com

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 Zolnierek

Other Coming Soon Selected MI Events:

12/17/2022 (thru 12/31)	**Northern MI RR Club Festival of Trains**	**Traverse City**
12/17/2022	**Northern MI RR Club Swap Meet**	**Alden**
01/22/2023	**Division 6 RR Sale**	**Farmington**
02/04/2023	**Ole Train Show**	**Livonia**
02/05/2023	**SS Simon & Jude Railroadiana Show**	**Westland**
02/18/2023	**Ann Arbor MR Club Show and Sale**	**Saline**
Sat & Sun in Jan, Feb, Mar	**Detroit Model RR Club (Check for Dates)**	**Holly**

Division 2 Leadership

Superintendent	*Mike Cipko*	*mcipko@charter.net*
Assistant Superintendent	*Jens Hensel*	*jens.hensel50@gmail.com*
Chief Clerk	*Bob Crocker*	*rc6sb@charter.net*
Paymaster	*David Zolnierek*	*djzolnierek@gmail.com*
Yardmaster—North	*Mike McDougall*	*michaelcoguy@sbcglobal.net*
Yardmaster—Traverse City	*John Campbell*	*Jcampb1513@aol.com*
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