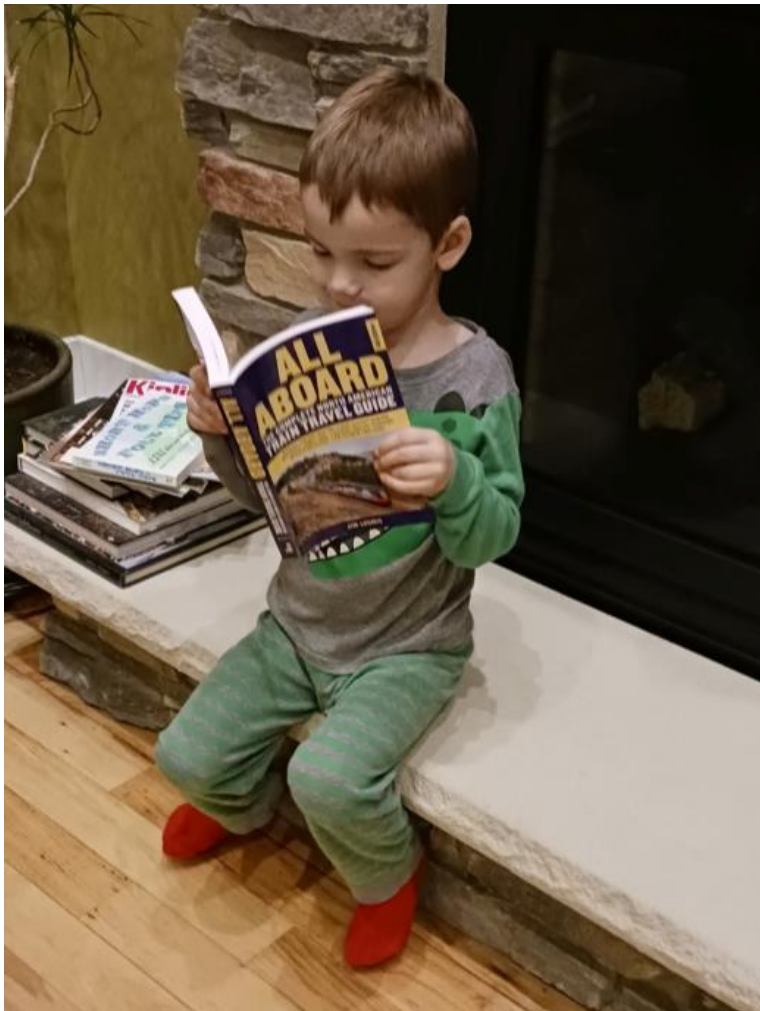


National Model Railroad Association North Central Region

Division 2 Newsletter

Volume 9 No 1 Spring 2023



The Future

Division Meeting

Saturday, March 18, 2023 – Time TBD

This will be a live and 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 presentation on Building a Historic Structure from Silverton Colorado from David Zolnierek.

From the Editor

Spring, spring, spring. Hallelujah! No more sliding down the driveway or shoveling the snow. Well not so fast, we still have to get through April. After all we are in Northern Michigan.

Have you accomplished all that you expected this past winter on your railroad?

I'm sure there are always things to do. Make yourself a list and pick up where you left off on a bad weather day.

This newsletter relies on articles and photos that we receive from you, our members. Have a favorite structure, loco or railroad? Share it with us. Thank you to all of you who have contributed to this newsletter.

Send your photos (JPEG) and articles (MS Word) to us for our future newsletters. Our goal is to publish quarterly in March, June, September, and December. Deadline for submittals will be the end of the month prior to each quarter.

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

Assistant Superintendent & Newsletter Editor

Crew Call:

- 03-18-2023
Division Meeting – Live & Zoom
- 04-15-2023
Division meeting - Petoskey
- 05-20-2023
Division Meeting – Live & Zoom

Spring Elections Coming Soon

On the Switch List:

	Page
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Super Sez...

Welcome to Spring!

Our Chief Clerk and I receive monthly membership updates from the North Central Region. Reviewing this information, we find that we have gained six new members. Greetings to Keith Munson (Petoskey), Mark McCary and Pete Vistakos, (both from Charlevoix), John Cafaro (Lake Leelanau), Hunter Evans and Family (Indian River), and Donald Para (Harbor Springs), to Division 2. Welcome aboard!

Coming up we have a great set of clinics scheduled for our meetings. Starting in March we have David Zolnierrek "Building a Historic Structure from Silverton Colorado." Having seen his modeling in the past, we are in for a real treat! April will find us traveling to visit with Dave Comer to see the Petoskey 1913 layout recently publicized on WPBN/WGTU TV News. May will bring a visit from Skip Luyk MMR, to give us an insider's look at evaluations for the NMRA Achievement Program.

Division 2 encompasses 24 Counties, including Chippewa, Luce, and Mackinac in the Upper Peninsula and 21 contiguous counties immediately south of the Mackinaw Bridge. Lots of square miles! With members scattered throughout the region it is important to have appropriate lines of communication available. Not easy to make meetings in person. Recently we have seen interest in setting up a Division group using one of the electronic formats available. How large of a group do we want, local, regional, national? Members only? Do we use an email group such as groups.IO? Facebook? NMRA Interchange? I'm getting more questions than answers and more and more options to think about. What about you? Please read the next article from Walt Wyatt along with the Editor's comments. More to come.

Enjoy Spring! Mike

Social Media Survey

By Walt and Carolyn Wyatt

At our January meeting we discussed having a private chat page for Division 2 members and friends of Division 2. It would be a place where members could ask questions of the group and/or share ideas about model railroading. As we only meet monthly via zoom, many would like to be able to contact other members more often. Only model railroading subjects would be allowed and violators would be removed from the group. Carolyn and I were asked to survey the members to see how many would be interested in joining the page. This would be a private chat page open only to Division 2 members and their friends of the Division. To be a member one would have to be approved by the administrator and be on Facebook. If you would be interested in being a member of the page please contact me, Walt Wyatt at wwyatt40@gmail.com or Carolyn Wyatt at cwyatt40@gmail.com. Please use the words "DIVISION 2" on the subject line. If there is enough interest Carolyn and I will set up the page. Walt Wyatt Hope, MI

Editor's Note:

I see several options here:

1. An "invitation only" to belong to a Facebook Group. (As suggested by the Wyatt's above). You must have a Facebook Account to join. This would be administrated by the Wyatts. It would be open to all of our Division 2 Members and approved Guests. There is a possibility of gaining new membership with this option.
2. Using the new NMRA Interchange. This is a new NMRA Members only site. Membership must be used to gain access. This is administrated by the NMRA. I do not see a possibility of gaining any new members using the interchange.
3. Groups IO Email. This was tried by our late Superintendent a few years ago, but with a lack of interest was not pursued any further.

(Option 1 looks like the best way to go).

Please contact Walt if you are interested (see above). Walt will take a headcount of interested parties. Once we have a headcount, our division leaders will then discuss on how we will proceed.

Jens Hensel

Clerk Report

We currently have 43 Active Members.



Election Ballots coming soon via Email

Our Division 2 Ballots will be sent to you via Email. Please vote!

Up for election will be the positions of:

Superintendent
Assistant Superintendent
TC Yardmaster
Northern Yardmaster

Paymaster Report

NMRA NCR Division 2 Monthly Financial Totals From February 1, 2023 To February 28, 2023

000: REGULAR SHARE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Beginning Balance	\$ 199.35	\$ 219.85											
Phone Transfer													
Pike Ads	\$ 20.00	\$ 20.00											
Year to Date Dividend Paid													
Show and Tell Fund													
Donations													
E Statement Bonus	\$ 0.50	\$ 0.50											
Other				\$ -	\$ -			\$ -	\$ -				
Ending Balance	\$ 219.85	\$ 240.35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240.35
003: CHECKING ACCOUNT													
Beginning Balance	\$ 1,431.81												
Phone Transfer (withdrawal)													
Pike Ads													
Year to Date Dividend Paid													
Show & Tell Fund													
Donations													
Other													
Ending Balance	\$ 1,431.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,431.81
000 & 003 ACCOUNT TOTALS													\$ 1,672.16
EXPENSES													
Meeting Expenses	\$ -								\$ -				\$ -
Clinic Expenses	\$ -								\$ -				\$ -
Other	\$ -								\$ -				\$ -
													\$ -
													\$ -
Total Expenses:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Balance in Wolverine State Credit Union													\$ 1,672.16

NOTES:
 Divd from Wolverine C U (income)
 No expenditures on account this month.
 Pike Add Received from member Walt Wyatt

Submitted By: David J. Zolnierek *David J. Zolnierek*
 Division 2 NCR Paymaster Date 3-Mar-2023

Summary of the last Division Meetings

Dec 17 – A video was shown hosted by Bill Nye the “Science Guy”.

Discussing “The Day the Gauge Changed”. 1886 was the year the South managed to convert 11,500 miles of track in a period of 36 hours from 5ft to 4ft 8 ½”. I forgot that Bill Nye is a fast talker. Video was (I thought) originally 30 minutes but ended up to be about 20 minutes long. Interesting topic, but they could have slowed it down a bit. Meeting was via Zoom.

Jan 21 – Dr. Tom Oxnard MMR (from the Seacoast Division Northeastern Region) presented a great and very informative NMRA clinic using Lance Mindheim’s “In Search of Realism” clinic from the EduTrain library. Meeting was via Zoom.

Feb 18 – John Campbell gave an excellent clinic on a step by step process on how to use Fast Track Templates for scratch building HO Turnouts. Meeting was Live and Zoom.

Jens

Around the Division

A Tortoise Repair

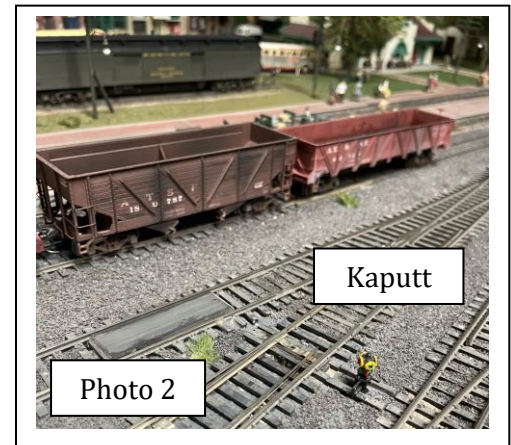
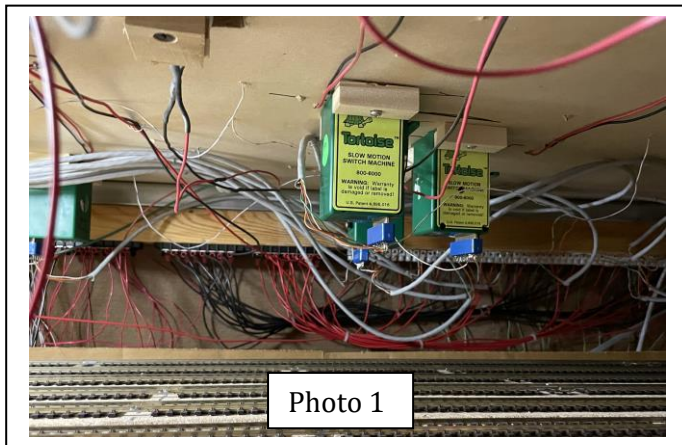
By Ernie Barry

The Tortoise lost this race....because he died!

Rule #1—Never install Tortoise switch machines between decks with only 8 inches between them. Of course when I did this 22 years ago I designed the upper level deck as a giant drawer capable of being pulled out into the aisle to allow access to service any issues with switch machines and wiring.

As with all good intentions, there are consequences. The upper deck (containing Raton yard) is mounted on heavy duty commercial drawer pulls. All the electrical wiring had quick disconnects on adjoining sections, but over time more wiring was added for signaling, etc. Also scenery became more of a permanent nature. Cutting through a dozen tracks would be an inconvenience compared to other issues if I ever had exercise this design feature of the layout bench work.

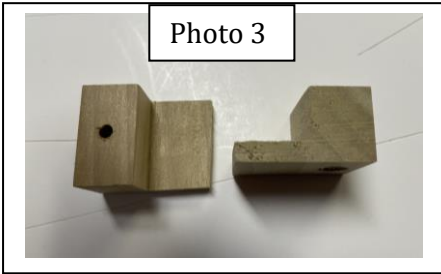
So when the inevitable failure occurred I had to devise a less desperate method to replace the offending Tortoise.



Fortunately this machine was closest to the backside of the lower deck, so I was able to reach this Tortoise.

I had installed these units with edge connectors, rather than being hard wired soldered to the Tortoise contacts. Removing the connector eliminated any issues with the wiring. I was able to

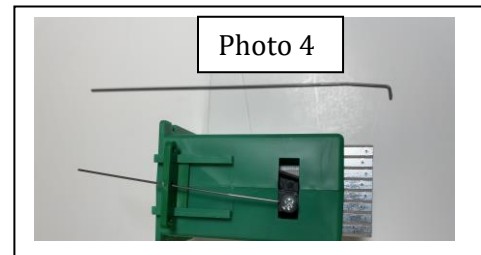
determine that the Tortoise had failed by connecting a 9 volt battery to the motor contacts.... no response. The "Tortoise had died"!!



The Tortoise is mounted with 2 flanged wood blocks screwed into the plywood deck above it. When these were installed there was plenty of clearance because the lower deck was out of the way (upper deck on drawer pulls).

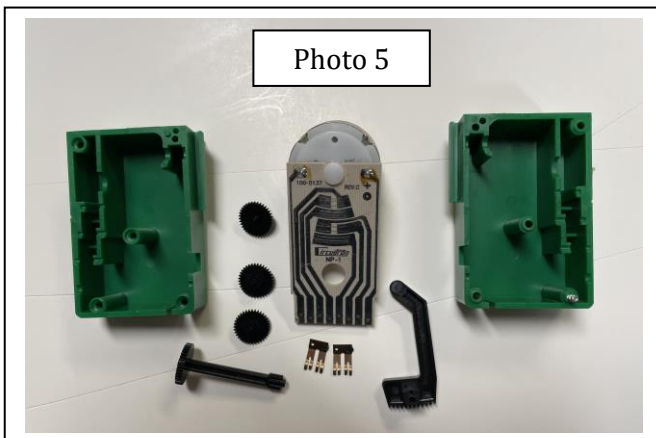
Unfortunately unscrewing these blocks with a short 4 inch screwdriver in only 8 inches of clearance, while reaching in about a foot and a half through bench work and wiring was a challenge.

The next task was installing the spring actuating wire through the hole in the 3/4" plywood base and 1/2" homasote roadbed and intersect the small hole in the turnout throwbar. I would never be able to feed the original wire (shown here) through the hole to the turnout as I was in no position to see or feel it.



The solution was to prebend a 2 foot piece of wire (I use a heavier wire than supplied) and feed it down from above through the turnout drawbar. The wire is flexible enough to bend it between the 2 decks and allow me to feed it through the Tortoise adjustment bar and attach it to the pivoting throw arm. Then positioning and loosely attaching the further most mounting block, I was able to slide the Tortoise into location and attach the second block. A small piece of two sided tape helped this installation.

Tightening these block screws in this location was again quite difficult. Finally accomplished, I remounted the edge connector and fired up the power supply....and the Tortoise lives to "run" again!



As a final note, I disassembled the offending Tortoise and discovered that the moving contacts had worn through the traces to the fiber board.

The motor was also sluggish in one direction when power was supplied directly to it.

After 20 years of operating, this is only the second failure of a Tortoise and I have 125 on the railroad....a fine product!

**Thanks,
Ernie**

Around the Division

Trolley Layout Pics

By Walt & Carolyn Wyatt



Thought you might enjoy seeing this very heavily weathered building that Carolyn and I did for our railroad club in Cincinnati. Our railroad hauled coal in West Virginia. A coal train with a multiple steam locomotives pulling the train would pass this building ever hour. Everything in town was covered with heavy coal soot and dust.

Around the Division

Small Ferry Boats

By Walt & Carolyn Wyatt

SMALL FERRY BOATS

The Mt Healthy Traction Co. is a subsidiary of the Sweetwater Railroad. The Sweetwater is a steam railroad and the MTH an interurban line. The Sweetwater RR is on one side of the river and the MTH on the other side of the river. The company needed a way to interchange freight and passenger cars. A bridge would be too expensive to justify the several cars per day that would be interchanged so they decided on the small, self-powered ferry you see in the photos. I got the design from the auto ferries the North Carolina highway department uses to cross the sounds and rivers in the Outer Banks region. As you can see the ferry is attached to the end of the layout at the carfloat apron with a C-clamp. I remove the ferry when it is across the river at the imaginary Sweetwater RR carfloat apron. The ferry provides a great source of different cars arriving and departing on my small 3' x 6' electric railroad. The company also owns and operates a bus line serving the surrounding towns which generates passengers for the MTH line.

Big ferries: I have a friend who had a very big layout served by a very big ferry. He mounted the ferry on a rolling cart. He would roll the ferry up to the carfloat apron on the layout, unload and then load the waiting cars and roll it away to an area when he could change cars and return it to the layout again. No large staging area was needed to generate lots of traffic for his railroad.

Thinking outside the box can be fun.

Walt and Carolyn Wyatt



*Thanks,
Walt & Carolyn*

Around the Division

Discovering the Lahaina Kaanapali & Pacific RR

By Dave Landis

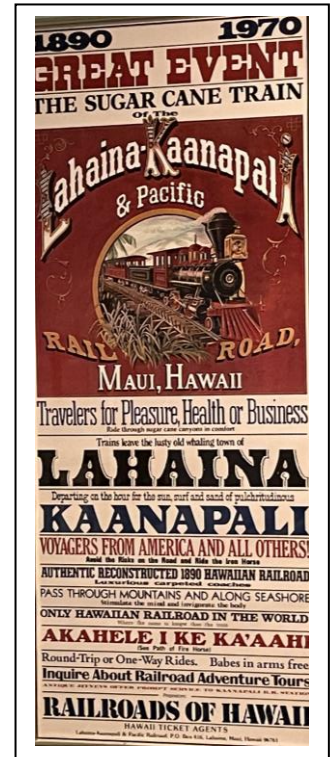
In December 2022, my wife Jeanne and I celebrated our 50th anniversary in the Hawaiian Islands. During our time on the island of Maui we discovered this little railroad by accident; the Lahaina Kaanapali & Pacific RR (LK&PRR).

While playing a round of golf, we found out the course had decades before been a sugar cane plantation at the base of the volcano Mauna Kahalawi (5,788ft) located in the west Maui Mountains. This was one of two volcanoes on Maui. We noticed an old faded green railroad water tower across the road. After golf we decided to explore that area. What a great find!!! I thought maybe a tourist railroad to ride with some awesome scenery maybe a dinner train or a ride to a traditional Hawaiian Luau!!!!

Not exactly! What we found were a few old railroad buildings and a pink hopper car, in the area known as Puukolii station in the vicinity of Kaanapali. However, there was more to the story as we found out at our hotel while talking with a local employee, a lifelong resident of Maui.

The hotel staff called him “Uncle Bobby” as he would have been a third generation sugar cane employee of the Pioneer Sugar Company. Pioneer Sugar owned the largest sugar cane plantations on Maui from 1890 - 1950. Uncle Bobby says his grandfather worked the plantation just like his father. Bobby said “it was sort of expected that all of the children growing up on pioneer plantations would end up working the plantation”. Bobby, at the encouragement of his family, tried harvesting after high school but decided against it and began working at the new hotel on the beach.

In the 1950s and early 60s, the sugar cane industry was winding down its harvesting on the island. As competition from mainland companies were producing sugar at a much lower cost without the huge expense of shipping to the mainland, it was only a matter of a few years that the Maui sugar cane industry would vanish. The plantation land which occupied the area is now occupied by two golf courses and other hotel properties, including the hotel Bobby has been employed at for three decades; the Kaanapali Beach Hotel. It was one of Maui’s first hotels on this property and is currently known as Hawaii’s “most Hawaiian hotel.” Having stayed at this hotel, we can confirm the genuine Hawaiian accommodations and traditions!



As a young boy, Bobby mentioned he remembers seeing the many steel rail hopper cars travel from the sugar cane fields towards the big mill and Lahaina some 6-8 miles down the line. Bobby said he believed some steam and early diesels were hauling sugar cane in the 50s and 60s. However, trucks were beginning to haul a big share of the harvest as well. Bobby is certain the hopper cars weren't "pink".

Maui railroads / LK&PRR Facts / The tourist train

- At its peak of sugar cane harvesting on Maui (1920 - 1945), there were over 200 miles of rail laid on the island most hauling sugar cane from the plantations to the many mills in and around Lahaina. Trains also carried workers to the fields around the plantations.

- Sugar cane harvested and shift by rail traffic began to slow in the mid 1950s in early 1960s, equipment and rail lines were abandoned.

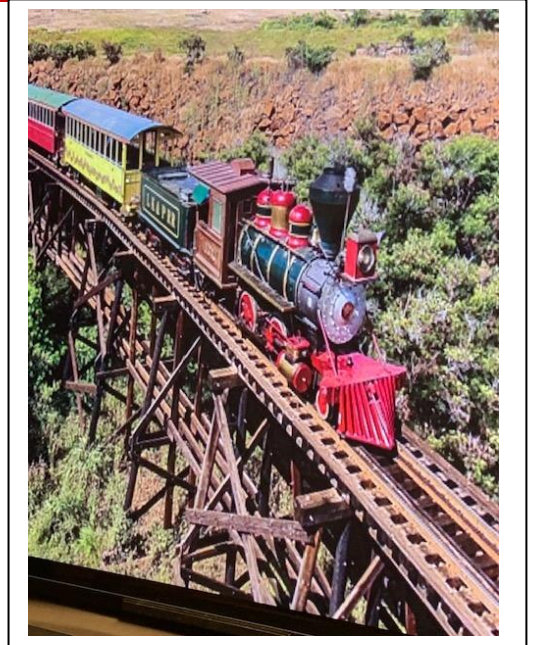
- Sugar cane continued to be harvested but the cane was transported mostly by trucks until mills closed in 1999.

- 1969 a local businessman A.W. McKelvey saw that Maui tourism was on the rise and made plans to build a short tourist railroad using some of the original 3ft line West from Lahaina Kaanapali, a total of 6 miles. Mr. McKelvey wished to showcase this part of Maui's sugar cane and railroad history.

- Four special open air passenger cars were ordered. Three cars were replicas of passenger cars used during the late 1880 – 1890's and often used to transport workers and taking passengers to stations along the line.

- Motive power was secured and redesigned for the needs of a tourist railroad. The roster was built with the purchase of 2 steam engines built in 1943 by the HK Porter Locomotive Co. in Pittsburgh, PA. The #1 Anaka 2-4-0 was painted with gloss dark green and red, and her sister #3 Myrtle 2-4-0 was painted a gloss black. A small diesel engine #45 Oahu was used for backup service and switching.

- An interesting side note is that #1 Anaka was used as the prototype model for Bachman Large Scale Steam Locomotive.



Current status of the LK&PRR (2022):

After 45 years and 15 million riders, the little railroad ran her last full trip in 2014 with all passenger cars filled.

It is peak years, (mid 1990s), the train pulled over 4000 passengers a day. However in later years, passengers had fallen to around 4000 a month.



The reality of maintaining track buildings, three engines (two of which were steam powered), labor cost, and diminishing passengers finally took its toll.

You can still visit the old Kaanapali open air station, see the standing water tower, walk some of the old 3 foot roadbed, and view the pink hopper car that used to advertise “the dinner train”.

We also visited the beautifully restored Lahaina station and downtown Lahaina, and a unique feature of the station and turntable is that the station faces 90 degrees away from the turntable and the tracks.

Since it is narrow gauge, the train is able to make the sharp radius from the side of the station and cross it in front of the station and enter the turntable. Apparently, just like model railroaders, the Brass of the LK&PRR had to accommodate tight quarters and lack of space too.

Also on sight at Lahaina station is a non-powered steam engine #5 and 0-6-OST standing guard. It was purchased by the LK&PRR management when all other motive power was sold off. It is the hope of many that #5 can be restored to working order someday. Today #5 represents a historical reminder of the sugar cane industry on Maui. However, #5 never served on any Maui rails but it did serve on the island of Oahu where the Oahu railway and land company hauling sugar cane of the 1940s.

Included with this write up or photos of the equipment and buildings that we found from the industrial and tourist areas along the line, along with shots from research we conducted. I believe the locals miss the little train and it's whistle and steam sounds that announced the daily travels of the LK&PRR- as one local quipped “it was one sweet little train for Maui”!!!

More additional info in photos on the LK&PRR can be found on the Internet. Special thanks to the local residents of Lahaina and Kaanapali- Maui, brother Lahaina Public Library, and to “Uncle” Bobby Baraoidan for assistance on this article.

Thanks, Dave

Editor’s Note,
My Wife and I also visited and took a ride on this Railroad in 1976.
The poster above hangs in my Train Room today.
Jens

Around the Division

A visit to Scotland

"2-2-2 Choo-choo?"

By Dr. John Campbell

True, yes, true! Please forgive me for the baby talk you steam purists out there. I was vacationing in Scotland last year and, while in Edinburgh, had the pleasure of visiting the National Museum of Scotland. It is an impressive place, and important items from the industrial revolution are displayed prominently. One of the items that caught my eye was a large scale model of the Caledonian Railway steam locomotive number 76 which had a Whyte classification wheel arrangement of 2-2-2. At first I thought this was probably just an example of early locomotive development with, perhaps, only a few locomotives ever built to this design. What I learned with a little Google search was that there were many of these locomotives in Britain constructed from 1845 to 1881. The model I saw in Edinburgh was of engine 76, designed by Benjamin Connor and constructed in 1859 by St. Rollox in Glasgow. The Caledonian Railway alone purchased eighty-three locomotives of this wheel arrangement during the mid-1800's, and there were other examples with other railroads such as the Great Western and London and Northwestern Railway (LNWR). Locomotives of this class were designed by the likes of Robert Sinclair, Conner, George Brittain, and others. These locomotives appear to have been used primarily for passenger service. A handful of these locomotives have been preserved around the world, including LNWR number 1868 (Columbine) and 3020 (Cornwall), GS&WR Bury number 36 of 1848 in Cork Kent railway station in Ireland, East India Railway number 22 "Fairy Queen" of 1855 (still in active service and the oldest operating steam locomotive in the world), CP 1 - D Luiz I for the Portugese Royal Train (being restored), and, last but not least, Cumberland Valley Railroad (CVRR) "Pioneer" of 1851 built by Union Works (Boston) for a purchase price of \$7, 642.



We are fortunate that Cumberland Valley's 2-2-0 "Pioneer" still exists (not to be confused for Chicago and Northwestern 4-2-0 "Pioneer" preserved in Chicago). This historic locomotive is held by the Smithsonian Institution but is on-loan to the Baltimore and Ohio Railroad Museum in Baltimore, Maryland. The railroad ran from Winchester, Virginia to Harrisburg, Pennsylvania. What was needed with the class (a rare wheel arrangement in North America) was a locomotive which would reduce the deadweight to passenger ratio. This little locomotive seemed to accomplish this goal, and with the right conditions could pull a four-car passenger train up to 40 mph - quite a feat for the day. Design elements included a deep firebox. She burned wood. She had copper tubes and tube sheeting initially but these were eventually replaced by iron. She sported a steam dome over the firebox, and a large funnel-shaped stack with a spark arrestor. A total of four of these locomotives were constructed. The drivers had a diameter of 54 inches, and she was 25,000 lbs in weight with her tender. Tractive effort was 1592 lbs.



It is fascinating to see the evolution of the steam locomotive even in North America alone, from the very first locomotives (“Tom Thumb” and “Rocket” come to mind), to the 4-4-0 American of the Civil War and westward expansion eras, followed by ever larger examples such as the workhorse 2-6-0 Mogul and 2-8-0 Consolidation. Faster and more powerful locomotives came next such as the 4-6-2 Pacific, the 2-8-4 Berkshire, and then massive behemoths such as the 2-6-6-6 Allegheny and 4-8-8-4 Big Boy. Finally, there were the modern experimental locomotives such as Pennsylvania Railroad’s T-1 4-4-4-4 and Q-1 4-6-4-4 which were the apex of steam locomotive technology but doomed by dieselization. The little 2-2-2 steam locomotive certainly takes a proud place in this lineage!

Sources:

Marotte, Mike. “Time Traveler: Cumberland Valley Railroad’s Steam Engine” in Hagerstown Magazine, 2022.

Wikipedia. Locomotives of the Caledonian Railway

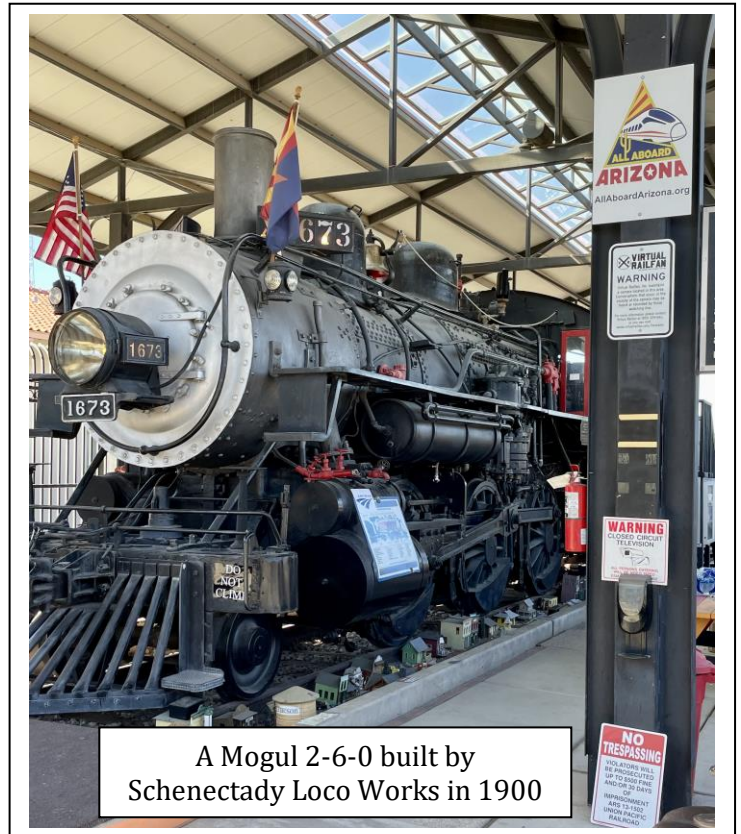
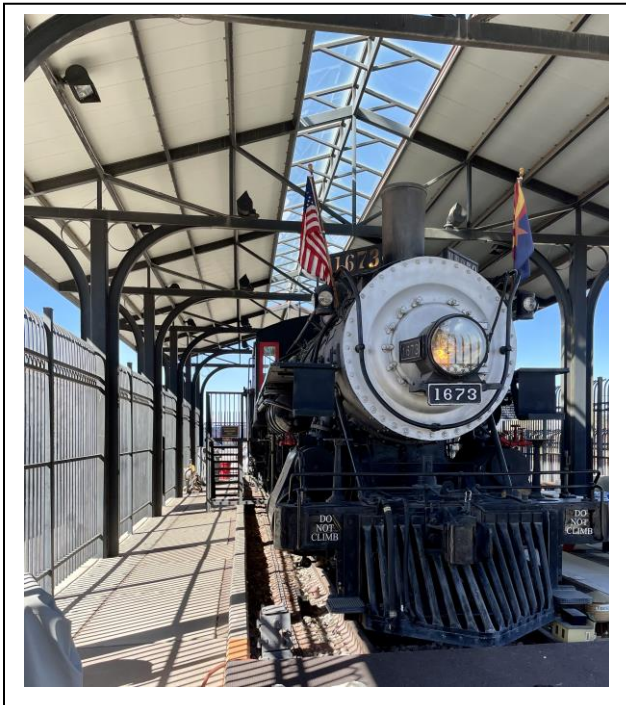
Thanks, John

Around the Division

Southern Arizona Trip

Jan 2023 Visit

By Jens Hensel



A Mogul 2-6-0 built by Schenectady Loco Works in 1900

RAILROAD IMPACTS

The Southern Pacific Railroad arrived in Tucson on March 20, 1880. For the first time the community had reliable access to the rest of the country. This access changed Tucson in many ways from architectural styles to furniture and clothing. Tucson had become a real part of the United States.

LOCOMOTIVE 1673

Locomotive # 1673, a Mogul 2-6-0, is 1900 vintage and built by Schenectady Locomotive Works in Lodi, New Jersey. It was the first of the Southern Pacific's "Mogul" class locomotives to be built in the City of Tucson. It took the 7th year of its arrival at the terminal in the city. It was used on the National Highway of Historic Routes in 1972.

Railroad Museum in Tuscon AZ
(The Indoor Exhibit was closed the day we were there!!)

*Thanks,
Jens*

Guest Pages

Kitbashing Is Fun and Fulfilling

By Mark Albert (MCR Div. 7)

Modifying commercial structure kits is both an enjoyable process and a practical way to get unique models to complete scenes on your layout.

One of the big attractions to kitbashing is being able to modify an existing kit into something new and different, usually into a model that fills a gap where no standard product gives you what you want. This is especially true when creating a street scene in a large urban or small-town setting. The need for many distinctive houses and storefronts can be a challenge. You may want a sizable number of similar yet varied structures to create the impression of a crowded, busy scene—a population and commercial center that provides passengers and produces goods that generate traffic for your model railroad!

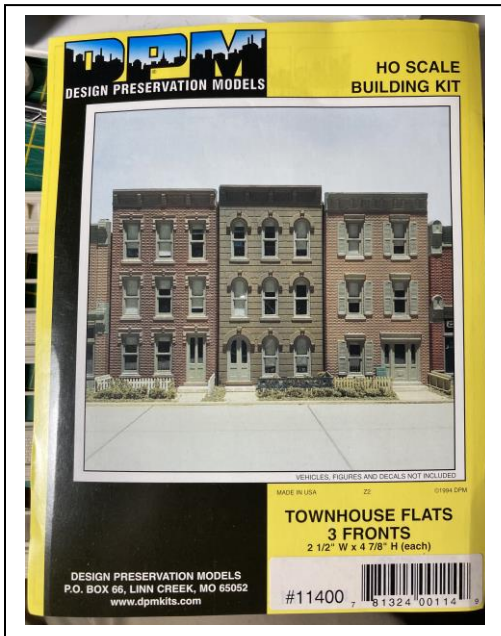
One of the best sources for structure kits that lend themselves to creative kitbashing is Design Preservation Models (DPM). DPM kits are well proportioned, true to scale and very affordable. They are nicely detailed for the most part, with rather heavy double-hung window sashes being one notable exception. The cast plastic walls are rather easy to cut with a razor saw and pieces can be assembled with ordinary liquid cement or CA glue.

That kit I have found the most useful is the Townhouse Flats—three pieces representing the front walls of typical rowhouses from the late 1800s, early 1900s. The styles might be described as Queen Anne or Italianate, although vernacular architecture was rarely attentive to the precise characteristics of a particular style, especially in the Late Victorian era.

From these building fronts I have been able to generate what I think is a remarkable number of varied and interesting models. The main advantage to my approach is that I could produce these models without the tedious fabrication of window sashes, doors and trim, bracketed cornices and other intricate details, although I usually choose to modify or enhance many of the cast-in architectural features to suit my tastes.

Here is a gallery of the houses and storefronts made from these three kit pieces. The captions point out some of the main alterations I applied for variety's sake.

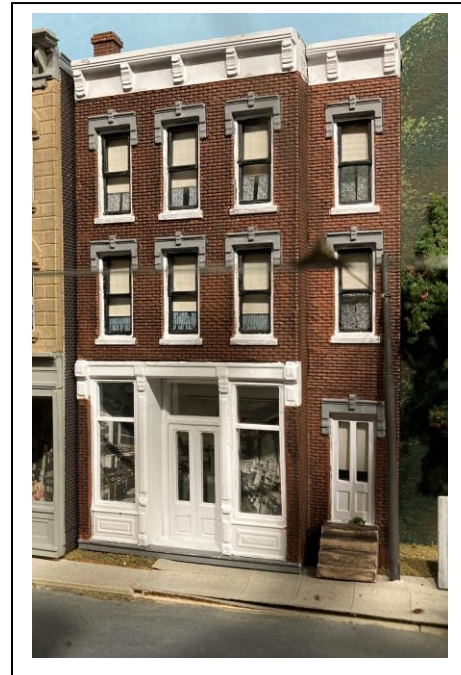
Modest modeling skills are all you need, plus some strong imagination.



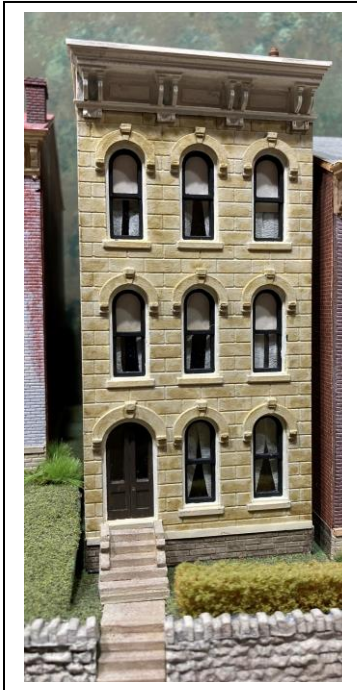
DPM's Townhouse Flats (Kit 11400) are good "feedstock" for kitbashing urban structures. This kit often can be had for \$20 or so on eBay.



Here are two versions of the same townhouse front. For the brown brick one on the left, I added a foundation and front stoop. I replaced the door with a Tichy casting that included a transom. I also added more details to the bracketed cornice at the top. The painted brick one on the right features bay windows borrowed" from one of the IHC so-called "Painted Ladies' kits. The cornice is a soft metal casting from S&S Ltd.



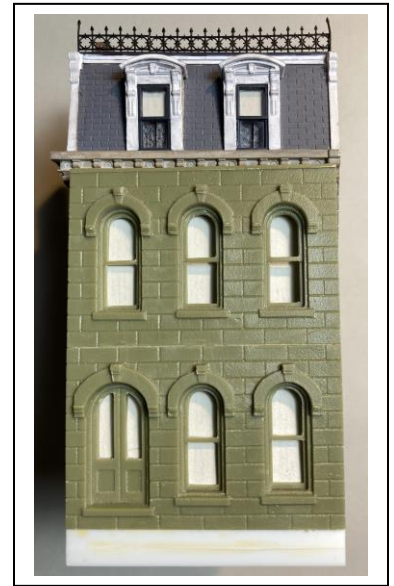
This version incorporates a storefront from another DPM kit and an added setback bay "cut and pasted" from a second matching townhouse piece. I had to fill in the appropriate courses of brick above and below the residential entrance door so the windows lined up correctly on the upper stories and created a place for the front steps.



I love the classic stonework and arched window hoods on this townhouse front. The original cornice needed additional details to achieve the ornateness that matches this High Victorian style. The curvy paired brackets are from Grandt Line. Raising the building on a foundation enabled me to include an appropriately grand set of front steps.



This is the same front with a commercial establishment on the first floor. The store front is one of the modular pieces produced by DPM. The cornice was also reworked.



This is a work in progress. The first floor is the leftover portion of the townhouse from the storefront project. At this point, I have just a mockup of this townhouse in the Second French Empire style, which was distinguished by a Mansard roof and ornate dormers.



To me, the least attractive townhouse front is the one with shuttered windows. I finally found a way to combine three of these pieces to create a corner building, which is nearing completion. The elaborate cast iron corner storefront is from Smalltown USA (kit 699-0003). When finished, a standing seam tin roof and some tall chimneys with terra cotta chimney pots will crown this model.

Thanks, Mark

Mystery Layout

Who can identify this famous layout?



**(Winter Newsletter's answer was:
Dave Capron's Great Lakes Northern (GLN)
In Suttons Bay MI)
Prior to the Disassembly**

AP Corner

Mar, 2023

Pete Magoun, MMR©

Spring has sprung!! I think....

It's 32 degrees outside and headed all the way to 34 under the grey blanket as I write this, the folks downstate are looking at roughly a foot of White Gifts From Above arriving tomorrow, and wonder of wonders... somebody just charged down the Bay in his speedboat! I'm missing something here....

We do have some activity to report on the AP front, though! David Zolnierек has submitted the paperwork for his Association Volunteer certificate, and it's now awaiting final approval from the National AP Chair, which should arrive by the end of this month.


The Traverse City area local operating group had a discussion on paperwork and requirements for the Chief Dispatcher certificate last night after a delightful Op Session at Bill Horning's Rio Grande Midland. It's an interesting certificate to earn, as it requires documenting a total of fifty operating hours, with ten-hour accumulations in three of five categories. Note that there are operating requirements requiring trains to meet, run in different directions with two or more trains operating simultaneously, and performing the operations expected of the prototype.

Specifics may be found here: <https://www.nmra.org/dispatcher>

The certificate also requires developing a schematic of a railroad meeting the operational requirements, a timetable covering eight hours or more with at least three scheduled mainline train movements, an operating train chart (graph) that will give you a visual idea of the schedule, and developing a system to operate the railroad, control the car movements and so on as per the prototype. This process can be done for your railroad, a club layout or a friend's railroad. The end result should be a lot of Good Times running trains with your friends.

So.... When next you head over to an Op Session, bring along your log sheets (see the link above) and document the time you spend on the railroad. This time accumulates quickly, and as mentioned, is a great deal of fun. If you're headed to a convention and a series of Op Sessions on different railroads, no worries... bring the log pages, have the host or an NMRA member sign them off, and drive on! If there are several of you working together on the Certificate, read the "fine print" on the Operating System and minimize the amount of paperwork you send in!

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 recent past:



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!

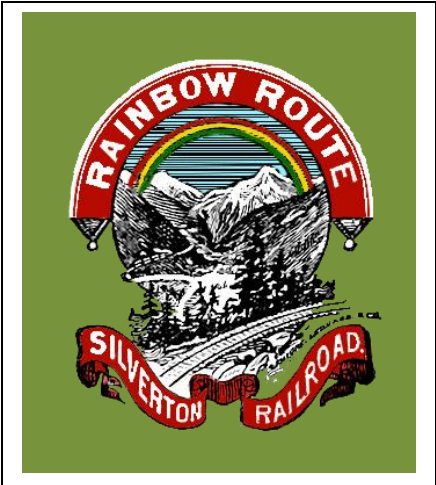
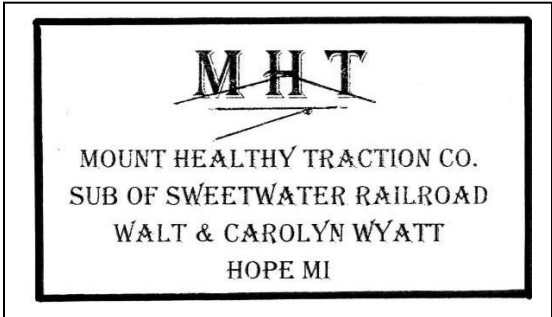
03/02/23

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



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Other Coming Soon Selected MI Events:

3/10, 3/17, 3/24 / 2023
3/11, 3/25 /2023
3/19/2023
3/25, 4/22 /2023
3/25/2023
4/1/2023
4/15/2023
4/29/2023
5/6, 5/7 /2023

Chi-Town Union Station Open House
Detroit Model RR Club
Train Show and Sale
Blissfield Model RR
Lincoln Park Train Club
Kalamazoo Spring Meet
Greater Grand Rapids Show
Muskegon RR Society
Blue Water Train & Swap Meet

Commerce Twp
Holly
Taylor
Blissfield
Lincoln Park
Kalamazoo
Wyoming
Muskegon
Kimball

Division 2 Leadership

- *Superintendent* *Mike Cipko* mcipko@charter.net
- *Asst. Superintendent* *Jens Hensel* jens.hensel50@gmail.com
- *Chief Clerk* *Bob Crocker* rc6sb@charter.net
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- *Yardmaster -TC* *John Campbell* Jcampb1513@aol.com
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