

National Model Railroad Association North Central Region

Division 2 Newsletter

Volume 10 No 2 Summer 2024



Sante Fe 4041 comes into the yard just before sunset on Ernie Barry's East Raton & Sante Fe Railroad

Save the Date
See the Summer 2024 Hot Box
or
Contact Norm Logan for Info.
Nlogan114@wowway.com

Division Six of the
NCR- North Central Region of the
NMRA- National Model Railroad Association presents-



NORTH CENTRAL EXPRESS 2024

A MODEL RAILROAD WEEKEND CONVENTION!

THURSDAY - FRIDAY - SATURDAY - SUNDAY
OCTOBER 10-11-12-13, 2024
NORTHVILLE, MICHIGAN, USA



WELCOME to the NCR Model Railroad Convention, **NORTH CENTRAL EXPRESS 2024!** The convention is being hosted by DIVISION SIX, located in Wayne and Washtenaw counties. We are planning a great weekend of model and prototype railroading, just for YOU! Please access our website for all of the important information you need to help you to decide to attend this event. As you'll soon read, we're concentrating on having fun and learning all about model railroading! All you need to do is fill out the registration page, send it in with your registration fees and you'll be part of one of the greatest model railroad events in Michigan! Visit us online and register there using your credit card and PayPal security services! Come and join us for the **MAXIMUM** model railroad **FUN**, all in one weekend!

Open to ALL model railroaders! You DO NOT have to be an NMRA member to attend!

Division Meeting

3rd Saturday (or as noted) of each Month

The meetings will continue to be live and virtual via zoom. Meetings will start again in September. (As we take some time off for the Summer).

Our meeting location is the Foster Family Community Health Center, at 550 Munson Avenue, on the East side of town. Enter the north entrance (under the canopy) and proceed down the left-hand corridor. Near the end, on the right-hand side, you will come to Conference Room A. (or join us on Zoom). The meeting will start at 10:00 AM.

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 (TBD).

From the Editor

Summertime!! Some of you will now take a little break from your Model Railroads as we venture outside and tend to other chores. We do have some great clinics planned for this fall, including an introduction to our new Division website and a special OP Session. Stay tuned!

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.

Crew Call:

- 09-21-2024
Division Meeting – Live & Zoom 10:00 – 1:30
- 10-19-2024
Division Meeting – Live & Zoom 10:00 -1:30
- 11-16-2024
Division meeting – Live & Zoom 10:00 – 1:30

Watch for the Division Meeting Invites via Email

On the Switch List:

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**All Aboard,
Jens Hensel
jens.hensel50@gmail.com
Assistant Superintendent &
Newsletter Editor**



Super Sez... Summertime!

We've had a great response from everyone as we strive to provide quality programs, clinics, and information for our members. There is a lot of time and effort going on behind the scenes to help keep us on track.

Keith Aleo has been elected to the Chief Clerk position and he takes over from Bob Crocker. Big shoes to fill as Bob has been our Chief Clerk since the Division was founded and we thank him for his service.

Jens Hensel continues to produce excellent newsletters. In my opinion they rank right up there near the top! Thanks to all for providing content, content, content.

We've put the Sivek family to work on two projects. Reece is taking on planning and organizing an "Intro to Operations" which will be held on October 26th. Arranging layouts, registration, etc. More information is in this newsletter.

Sydney is creating a webpage for our division. Much like our newsletter, there are many things that we can put online. Would like to include items such as newsletters, layouts, clinics, bylaws, and other useful items. Read on further for more information.

In-person and Zoom attendance at our monthly meetings has been super. Let's keep it up! Bring your items along for Show & Tell. Great to see what you've been working on. Planning for fall Clinics is ongoing. Thanks to those who have shared their expertise in the past!

Last, but not least, we have gained a new member from Bear Lake, Hogan Miller. Welcome aboard Hogan!

Remember, Model Railroading is Fun
Mike

Division News

Division Meeting Held on Mar 14, 2024

David Zolnierek (NCR Div. 2 Paymaster) was our clinician for this day's event attended by 17 individuals.

Structure Illumination Clinic Workshop Making the Gooseneck Light Fixture:



David presented what is required to make the light fixture including, Materials, Tools, Paints, Adhesives, Sealants, Insulator, and how to install the Light Fixtures. A very well detailed presentation that can be viewed on our future website. (Rollout Fall 2024).



Thank you, David.

Show and Tell:



Kieth Aleo's
FEC Station and
Palm Trees



John Campbell's Coast Guard Station



Ernie Barry's new East Raton Station with 3D
Printed parts from Kevin Predmore

Division News

Division Meeting Held on April 20, 2024

Our guest speaker for this clinic was Bob Warrick. The presentation was on Short Line Railroads detailing Bob's experience with helping start a Short Line Railroad that Conrail abandoned.

Robert I. Warrick is a lifelong rail enthusiast, author, photographer, and former professional railroader based out of Clare, Michigan. Born in 1956, Bob has early memories of seeing Ann Arbor Railroad and Chesapeake and Ohio trains traveling the rails next to his grandparents' home in Clare and would spend summers at the Clare depot observing rail operations and learning what he could from railroad personnel. Bob received his B.S. from Central Michigan University in 1986 majoring in journalism. He has more than a quarter century in professional railroading, having worked for the Ann Arbor successor Tuscola and Saginaw Bay starting in 1985 as the marketing manager. Over the decades he has held various positions with short lines in Oklahoma, Mississippi, Ohio, and Pennsylvania. He has served on the Board of Governors of the Southwest Association of Rail Shippers and has been a member of the American Short Line Railroad Association Tariff and Traffic Committee. Bob has written articles and published photos in several publications, including Inside Track and Trains. He authored the well-known book, "The Ann Arbor Railroad in Color, History and Operations 1869 to 1976" in 2008. This publication has become a favorite for fans and modelers of the Ann Arbor Railroad. Bob has grown children and enjoys time with his grandchildren. He continues to be an active historian of the Ann Arbor Railroad and was one of the original board members of the Ann Arbor Railroad Technical and Historical Association.

Our meeting was attended by 21 individuals. (18 in person).

Show and Tell: We had Dave Landis present his HO Dock, Kevin Predmore his 3D printed HO Toolbox, Keith Munson his Locomotive, and Hogan Miller a Locomotive that he painted for a friend. Nice work Gentlemen!



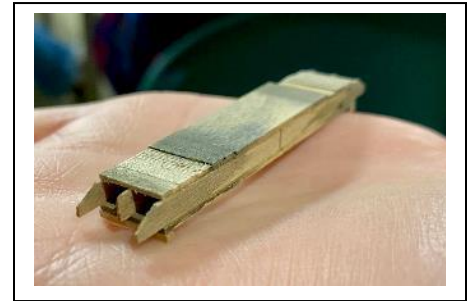
Division News

Division Meeting Held on May 18, 2024

We had another great turnout for our May clinic. Dr. Jim Gore (MMR – New Hampshire) presentation was on “Painting with Pan Pastels”. The clinic focused on Pan Pastels and the Tools available to apply them. A number of kits are available including the one from Colorfin LLC (Kutztown Pennsylvania).

Please see our Website (Rollout – Fall 2024) for a full copy of this presentation.

Show and Tell:



Keith Aleo's Palm Tree and Wooden Caboose



David Zolnierrek's Silverton's Gladstone & Northerly Passenger Car Interior and his Wooden Culvert.



Division News

Division Meeting Held on May 18, 2024

Meeting notes:

- North Central Region Division 2 invites you to join us for an Introduction to Operations event. We will have several wonderful local layouts to choose from for this event. Whether you are brand new, or have some experience with operations, this will be a great event to hone your skills. Introductions in Operations will take place Saturday, October 26th in Traverse City. Please contact Reece Sivek via email for further details and registration information at sivekr@gmail.com

Registration for this event closes September 28th. We hope to see you there!

- A website is coming, thank you to Sydney Sivek for being our Webmaster. Watch for a rollout this fall at one of our Division Meetings.
- The website will include:
 - A Welcome Page/ how to Contact us.
 - All of the past Newsletters.
 - Available prior Clinic presentations.
 - Modeling Tips from our Members.
 - Ask a question page.
 - Event Calendar.
 - Swap/For Sale Page.
 - Pictures of Current Member's Layouts.
 - Recordings of past Division Zoom Meetings.
 - Division Officer's Page.
 - And much more



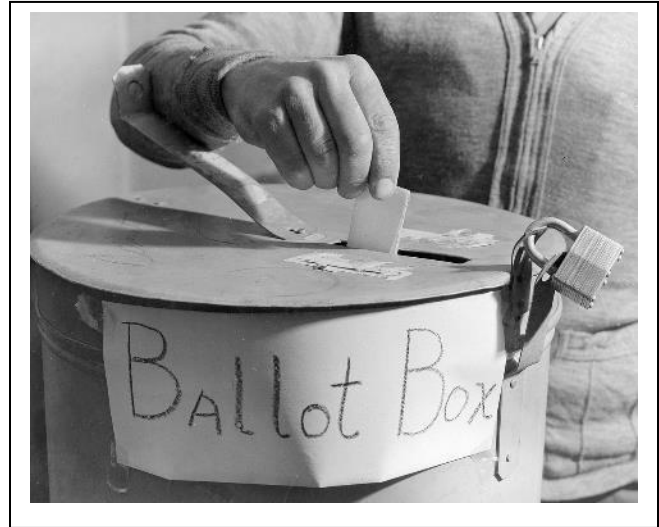
Chief Clerk's Report

Membership Information from Keith Aleo and Mike Cipko

Election Results:

Keith Aleo has been elected as our new Chief Clerk for a 2-year term. Congrats Keith!

David Zolnierek, Paymaster and Al Johnson, Trainmaster have both been re-elected for another two-year term. Thanks again for your continued service!



We have currently have 45 Active Members

Thank you, Bob Crocker for your Years of Service! Certificate presented by Superintendent Mike Cipko.



Paymaster's Report

North Central Region NMRA Division 2

Financial Information

From David J. Zolnierек

Paymaster

Ending May 31, 2024

- Regular Share Balance, Beginning May 1st \$705.96
- Regular Share Deposits this month (Dividend) \$.50
- Checking Account Beginning Balance May 1st \$1,521.81
- Checking Account Deposits month of May 2024 \$12.00
- Withdrawals through May 31st, 2024, \$ 0.00
- Ending Balance in Account May 31st 2024 \$2,240.27



Save the Date



44th National Narrow Gauge Convention

September 11-14, 2024 — Pittsburgh, PA

Around the Division

Active Steam Locomotives

By Bill Horning

In our area near the “tip of the mitt” in Michigan we have several model railroad enthusiasts that get together on a weekly basis during the fall winter and spring for informal operation sessions on some of our model railroad layouts. After the sessions we have light refreshments and talk about various topics, usually avoiding religion and politics, which may last an additional one to three hours. Sometimes we spend more time in these “afterglow” sessions than actually operating the railroads! During one of these sessions a couple of years ago the question was posed as to which railroad has the most operational steam locomotives still in use.

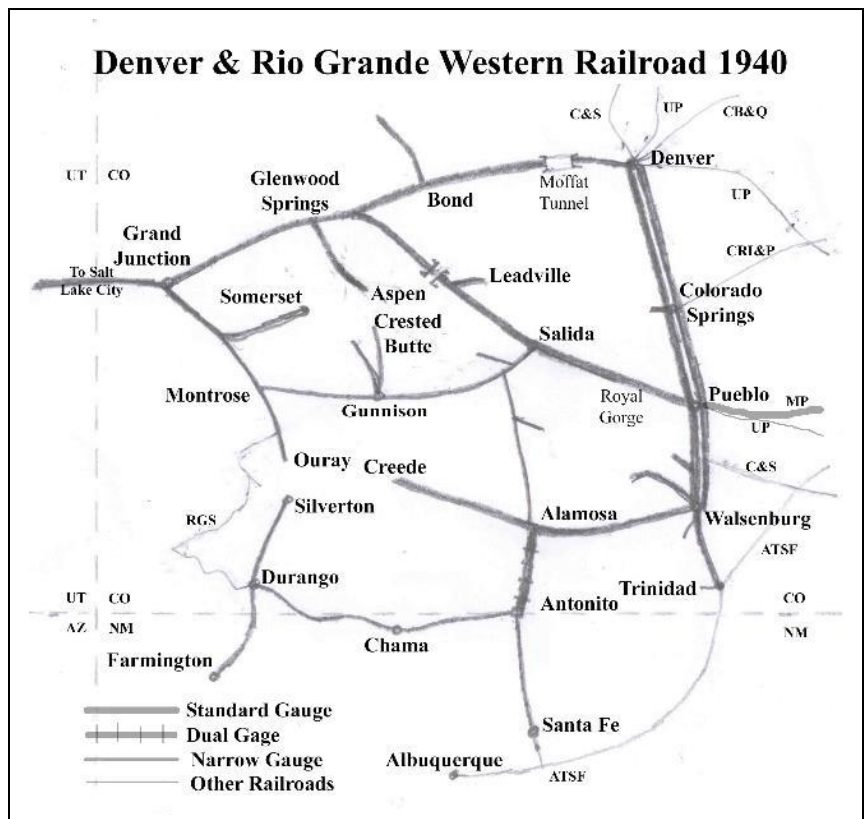
If the question had been “still in continuous service by the original Class 1 railroad” there could only be one answer, the Union Pacific 4-8-4 #844 is the only steam locomotive never retired by the original class 1 railroad. On the other hand, there are quite a number of operating steam locomotives from regional railroads. We’re all likely familiar with several such as Southern Pacific, Atchison Topeka and Santa Fe, Nickel Plate, Pere Marquette, Norfolk and Western, Union Pacific, Milwaukee Road, Spokane Portland and Seattle, and perhaps a few more.


As the age of steam on freight hauling railroads came to a close, most steam locomotives met the scrapper’s torch but quite a number were donated by railroads to various entities such as towns or museums and used as static displays. Others were purchased for use in tourist railroads, amusement parks, and in some cases put to work again in short lines, logging railroads, or industrial settings. A few of those that were on display have been restored to service. So, what railroad has the most surviving operational steam locomotives? The answer may be a surprise.

Steam locomotives whose heritage is traced back to the original owners and have been restored are spread across the country with some railroads such as NW (2), UP (2), ATSF (3), and SP (5) having the greatest numbers. There are also tourist railroads that have groups of steam locomotives in operation but from various sources such as Cass Scenic Railroad State Park (6) and the Niles Canyon Railway (5). The original Class 1 railroad with the greatest number of steam locomotives currently in operation, however, is a railroad with no fewer than sixteen steam locomotives of various wheel arrangements, one built as early as 1881. These sixteen locomotives are concentrated in two primary locations with several others at additional sites. The surprising part about all of this is that these are not standard gauge locomotives but instead 3-foot narrow gauge. The winner is Denver and Rio Grande Western Railroad and it’s like named predecessor the Denver and Rio Grande Railroad. How and why did this happen?

The Denver and Rio Grande Railroad began as a narrow-gauge railroad in 1871 with the intent of building on a route from Denver, Colorado to El Paso, Texas by building up the Arkansas River then down the San Luis Valley to the Rio Grande and Santa Fe. A rival railroad, the Atchison Topeka and Santa Fe was also vying for control of the route up the Arkansas River and had done improvements there so the D&RG altered their route to Raton pass instead. Competition became rather heated with the AT&SF also attempting to claim the Raton Pass right of way to eliminate competition. Eventually the controversy was settled through the courts with ATSF getting Raton Pass and D&RG being awarded the Royal Gorge route. D&RG built its narrow gauge through Royal Gorge into the Arkansas Valley at Salida, then south toward Alamosa and Santa Fe, north to the gold and silver mines of Leadville, and west over Marshall Pass to Gunnison and Grand Junction, Colorado with the new goal of reaching Salt Lake City. This goal was achieved by funding the Rio Grande Western Railroad building east from Salt Lake City with the completed two lines becoming the Denver and Rio Grande Western. A network of additional branch lines was built tapping into mineral resources that reached into the mountains to Alamosa, Creede, Antonito, Durango, Farmington, Silverton, Aspen, Somerset, Montrose, Ouray, and even Santa Fe.

Railroad building in the Rocky Mountains in the 1870's and 1880's was primarily narrow gauge due to the difficult terrain and finding suitable routes. The only real competition D&RG had at the time in the interior was from the Denver South Park and Pacific, also a 3-foot narrow gauge line, until the encroachment of a new competitor, the Colorado Midland Railroad. The CMR, a standard gauge railroad, entered the Arkansas valley from Colorado Springs via South Park with the intent of building to Leadville and all the way to Salt Lake City. The appearance of a standard gauge railroad created the economic necessity for the D&RG to upgrade its mainline line to standard gauge. The mainline was re-laid to standard gauge and rerouted through a tunnel under Tennessee Pass then down the Eagle River through Glenwood Canyon and on to Grand Junction. Parts of the mainline were laid with three rails for a time to accommodate both standard and narrow-gauge trains. The former narrow gauge mainlines remained in service elsewhere for hauling resources out of the mountains and supplying the local population.





Fast forward a few decades to the Depression and post-World War II. The standard gauge D&RGW was getting by adequately well, but the narrow-gauge branches were money losers. The railroad wanted to discontinue service on most of those costly routes. Due to the oil boom near Farmington, New Mexico there was still adequate traffic in the Durango area so the narrow-gauge line from Alamosa to Durango remained in operation. The narrow-gauge branch from Salida to the Monarch limestone mine was still needed to move product for the Colorado Fuel and Iron steel mill near Pueblo, but nearly all of the other lines were discontinued, scrapped and abandoned in the years leading to the 1950's. The Silverton route from Durango was being discovered by tourists so that remained open as well. Once the Monarch branch out of Salida was standard gauged in the late 1950's all of the narrow-gauge equipment was moved to Alamosa for use on the Alamosa to Durango and Farmington route. During the dismantling of the other narrow-gauge lines a few of the locomotives were sold to individual Preservationists and tourist parks or leased to towns along the old route for display. The rest of the locomotives and infrastructure were scrapped leaving the Alamosa to Durango branch as the sole surviving narrow gauge line in the D&RGW system, an orphan child.

When approval was finally granted to close the Alamosa to Durango line in the late 1960's that branch of the old D&RGW narrow gauge and all of its equipment was in danger of being scrapped. A buyer stepped forward for the Durango to Silverton route that was popular with tourists and began the Durango & Silverton Narrow Gauge Railroad. A joint effort by the states of New Mexico and Colorado purchased the portion from Antonito to Chama in 1970 with all of the remaining locomotives and rolling stock stored at Alamosa and organized this as the Cumbres and Toltec Scenic Railroad. The rest of the narrow-gauge rails from Chama to Durango and Alamosa to Antonito were torn up and scrapped isolating the two tourist railroads.

There are currently sixteen operational D&RG locomotives most concentrated at two sites, the Durango and Silverton Narrow Gauge Railroad (6) and the Cumbres and Toltec Scenic Railroad (6). Other locations where D&RG narrow gauge locomotives are still in operation are the Knotts Berry Farm in California (2), the Colorado Railroad Museum in Golden, Colorado (2) and the Durango Railroad Historical Society (1) which runs occasionally on the C&TS and the D&S. An additional three locomotives are either under restoration or waiting for a possible restoration.

Here is a list of the D&RGW locomotives still in operation and under restoration:

The letter is the class: T = Ten-wheeler 4-6-0, C = Consolidation 2-8-0, K = miKado2-8-2,
(D&RGW class M =Mountain 4-8-2)

The number following the class is tractive effort in thousands of pounds.

Class	Number	Wheel Arrangement	Builder & Date
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Cumbres and Toltec Scenic Railroad

T-12	#168	4-6-0	Baldwin 1883 Ten-wheeler
K-27	#463	2-8-2	Baldwin 1903 outside frame (nicknamed mudhens)
K-36	#484	2-8-2	Baldwin 1925 outside frame
K-36	#487	2-8-2	Baldwin 1925 outside frame
K-36	#488	2-8-2	Baldwin 1925 outside frame
K-36	#489	2-8-2	Baldwin 1925 outside frame
K-37	#492	2-8-2	D&RGW 1928* under restoration
K-37	#497	2-8-2	D&RGW 1930* waiting a possible restoration

Durango and Silverton Narrow Gauge Railroad

K-28	#473	2-8-2	Schenectady 1923 outside frame
K-28	#476	2-8-2	Schenectady 1923 outside frame
K-36	#480	2-8-2	Baldwin 1925 outside frame
K-36	#481	2-8-2	Baldwin 1925 outside frame
K-36	#482	2-8-2	Baldwin 1925 outside frame
K-36	#486	2-8-2	Baldwin 1925 outside frame (waiting restoration)
K-37	#493	2-8-2	D&RGW 1928 outside frame*

Colorado Railroad Museum

C-19	#346	2-8-0	Baldwin 1881 D&RG #406 then #346 leased C&S
K-37	#491	2-8-2	D&RGW 1928 outside frame*

Knott's Berry Farm

C-19	#41	2-8-0	Baldwin 1881 D&RG #409 then C&S #41
C-19	#340	2-8-0	Baldwin 1881 D&RG #400 renumbered to #340

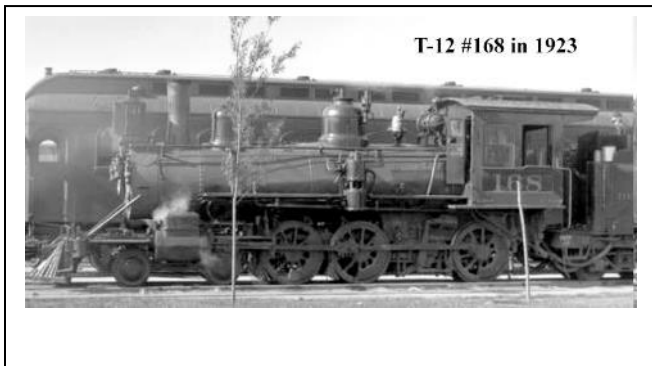
Durango Railroad Historical Society

C-18	#315	2-8-0	Baldwin 1895 Florence & Cripple Creek #3 to D&RG #425 then #315 under repair, runs on D&S and C&TS
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Huckleberry Railroad

K-27	#464	2-8-2	Baldwin 1903 outside frame under restoration
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* The K-37 locomotives were converted from Standard Gauge Baldwin (1905) 2-8-0 locomotives to outside frame 2-8-2 in the Denver shops and were the heaviest 3-foot narrow gauge locomotives built.



Sources: Online research parameters "Operating Steam Locomotives in the US"
"Locomotives of the Rio Grande" by Colorado Railroad Museum

Pictures: www.D&RGW.net
www.commonswikimedia.org

Around the Division

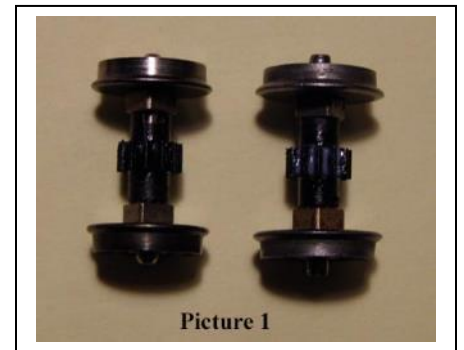
Those Old Sintered Iron Wheels

by Bill Horning

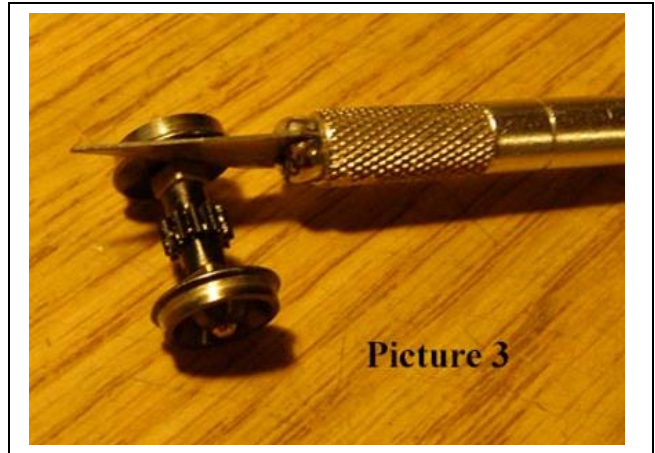
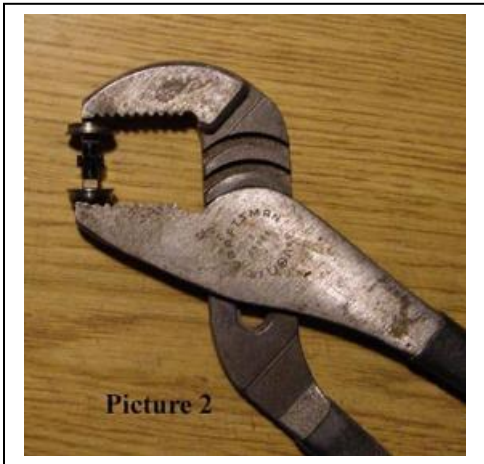
Many of us with a model railroad have either been building the pike for a few decades or have started anew but kept all the locos and cars from a previous layout built long ago. Being frugal with our scarce model railroading budgets often dictates that we reuse as much as possible. Some of us have locos and rolling stock from the 1960's and 1970's that we have kept running even after fifty years or more.

While operating at a friend's railroad a while back I was assigned a four axle GP7 to haul several cars and a caboose. This loco, an older Athearn unit, was painted and lettered for the owner's home layout with technology of its era and with a DCC sound decoder installed. It ran fairly well, sometimes, but often lost power and had to be given a little nudge. After completing the run, I examined the wheels on the locomotive and saw those old, sintered iron wheels which look very rough and, to my eye, not too clean.

The loco was new in the era when running on brass track was normal and locomotives tended to be under weight. Perhaps the purpose of using that type of wheel may have been to increase traction of the locomotive as those wheels had a somewhat rough surface that could grip the track better. A problem with this is that the rough surface of the wheels is a dirt collector which causes power pickup issues, not a good thing for DCC. More recent Athearn locos have nickel silver plated wheels. Picture 1 shows a sintered iron wheel set on the right and a nickel silver plated wheel set on the left. Having a few nickel silver wheels on hand from previous projects I offered to replace those sintered wheels with the newer versions.



To accomplish changing the wheels I turned the loco belly up and popped off the gear covers from one truck with a small flat screwdriver by wedging outward on one side at the front and rear of the cover and lifting up. With the gear cover off I removed the two-wheel sets. These wheel sets (as seen in Picture 1) have a central plastic gear. There are two separate wheels on short axles with square bearings pressed into the gear. The wheels came away from the gear very easily, too easily, so I checked the gears and found each one to be cracked which is a common problem with locomotives of this type and age. Some of the Athearn and Life Like locos with these same types of wheel sets and nickel silver wheels have also had issues with cracked gears. If you have a locomotive that makes a thumping sound as it moves down the rails or one that hops a little or even gets bound up, you may have a cracked axle gear problem or possibly a problem in the gear tower. It was time to replace the gears, too. The replacement axle gears are Athearn #60024 which are identified as replacement gears for SD40-2 and SD40T-2 locomotives. All that's needed is to take the new wheels with bearings and press them into the gears. It's a really tight fit, not easy on the old fingers. To make this job a bit easier I reamed out the axle gear hole at each end about 1/8" deep with a 3/32" (or #42) drill bit and cleaned out the flash. Enlarging the hole slightly won't cause a problem as the axle ends press into the gear much farther than the 1/8". This allowed me to get each wheel started into the axle then I used channel lock pliers, being very careful to keep all parts in a line, to press the wheels all the way into the gear as shown in Picture 2.



Checking the tread width with the NMRA standards gauge, the wheel gauge was too narrow so had to be pulled away from the axle gear on each side to let the bearing turn freely. With the gear and axle so tight it's very hard to adjust this spacing accurately by hand. Using my X-acto hobby knife with the #11 blade pressed firmly on each wheel between the wheel and bearing, as shown in Picture 3, opened the thread to just the right spacing. Checking again with the NMRA standards gauge confirmed that this worked. I rolled the wheel on a table to be sure it had no wobble and was true.

After changing gears and wheels on both wheel sets for this truck I lubed the gear tower with LaBelle #106 Grease and placed a small amount of LaBelle #102 lubricating oil between each bearing and wheel. I then replaced the wheel sets into the truck making sure the square bearings were well seated and snapped the gear cover plate back on. After repeating this procedure for the other truck, the loco was ready for a test run. I first cleaned the wheels by running the loco over an alcohol-soaked rag on my test track one truck at a time then moved the loco to the layout for a run of about one hundred feet forward and reverse, which went well.

This was a simple project, the hardest part being the insertion of the wheel axles into the gears. If you come across one of these antique locomotives with sintered iron wheels, or one that you suspect of having a cracked axle gear, don't give up on them. They can be decent runners and may last for another couple of decades.

Around the Division

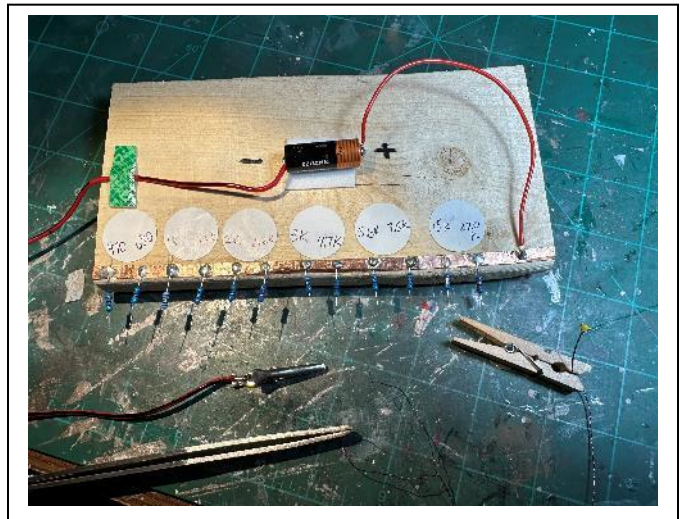
Homemade LED Tester

by Keith Aleo

After David Zolnierek's awesome LED clinic, I built a crude LED tester with a wide variety of resistors! Basically, the story is this:

I learned so much at David's clinic on lighting at the last local NMRA meeting! I was super motivated to install lighting on the exterior and interior of my buildings as well as elsewhere on my layout. In addition to learning a lot and being motivated, I walked out of the meeting with a great curiosity about the effects of different resistors on LED lighting and how they can be used in different settings in modeling. Prototype lighting has many different levels, and I should work to match that variety on my layout.

I drove home from the meeting wondering what the difference in intensity would be between different resistors like a 1000-ohm resistor and a 1500-ohm resistor? Is a difference of 500 ohms a lot or a little in that scenario? What would larger ohm resistors (like 10K, 50K, 100 or 220K) do to the intensity of an LED light? What would all those look like in David's fantastically crafted gooseneck light?



All these questions were nagging at me after the meeting, and I looked at getting an LED tester. Unfortunately, I couldn't find an LED tester that had the wide variety of resistor ratings I wanted. Maybe they are out there, but I wasn't able to find one.

After thinking about the subject, I decided to try and build something to get some answers. Basically, I set off to build a crude and homemade LED tester with 10-12 resistors that I could attach to small LED lights.

Here's are photos of what I came up with - again, very crude and homemade, but it did answer all my questions!

Around the Division

Decal Tips and Tricks

by Walt Wyatt and Mark Albert

At one of our last meetings, Mark Albert discussed the problems with applying long narrow decals. Since I build a lot of wood interurban cars with scribed wood sides, this is a problem for me. Even with a coat of gloss applied, it is hard to slide the water-slide decals.

Here is something you might try for long narrow decals and curves. Micro Mark sells very thin, very flexible masking tape 1/8" and 1/4" which curves easily. Tru-Color Paints also sells sheets of thin masking tape you can cut in many different patterns. With such tape you can set up the edges of the area to be painted; then spray the uncovered area with a thin solvent paint. If the tape edge is not sharp enough, place it on a sheet of glass and cut a new edge with a sharp blade. Do the same for the masking sheets. The painted area will be much more durable than the standard decal. I used this method at the museum since the trolleys and cars were handled by lots of volunteers with varying skill levels.

Walt Wyatt

Good advice Walt! Thank you. Small decals are rather easy if you do them right. Cut close to the printed area with a sharp knife or small scissors dedicated to the task, use distilled water warmed in a microwave, have a fine tweezers dedicated to decaling and a soft brush also dedicated to decaling, use Micro Set and Micro Sol appropriately, finish with dullcoat or other protective spray, etc. For long stripes, I cut them into manageable segments and overlap the ends. Have a tub that is long enough for the warm water. The best bet is to slide it off the paper by using a tooth pick to hold down one end of the decal and slip the paper away so the decal lays down close to where you want it. Have some Micro Set on the surface to float the decal in place. This takes some practice. Use Micro Sol or Solvaset (stronger so use sparingly) to snuggle on irregular surfaces. I've had good luck with fine black stripes on my Cincinnati streetcars in HO. These models don't get rough handling, so they have been very durable.

Mark Albert



Here's one of the Curvesiders in the repair shop at the Cincinnati Museum Center. Stripes are holding up, but paint wear is noticeable elsewhere. These models DO get lots of rough handling!

Around the Division

Last run of coal on the Durango and Silverton Railroad

By Ernie Barry

with Comments from George Hermach, Bill Horning, and Al Johnson

Attached is a short you tube video of the last coal run. (Cut and paste into your browser)
Enjoy, Ernie Barry

<https://youtube.com/shorts/oBh3aPnkvvg?si=FFt7F3KBfMnLTze7>



I've ridden the Silverton train several times over the years (we have friends that live in Durango). I knew they were converting one of their locos to run on oil - maybe they've now converted them all? When I was there in 2018, I did a special photographer's excursion run and night photo shoot (see attached photos). Many of the photo run-byes were at places along the line that you can't normally access.

George Hermach



Around the Division

Last run of coal on the Durango and Silverton Railroad (cont.)

The reason for converting to oil burning is twofold. First was the situation a few years ago with the D&S suspected of causing a forest fire from coal cinders which may have ignited brush and burned a large area (54,000 acres) and destroyed structures. D&S doesn't take credit for that but wanted to improve their image by reducing the chances of possible future liability by eliminating coal fired locos. The other reason is the local coal supplier was not able to economically provide the kind and size of coal needed in small quantities for such a small operation as the D&S and the C&TS in Colorado/New Mexico.

D&S started converting from coal to oil with a large K-37 followed by a K-28, then the K-36's (K stands for Mikado Type loco and the number is the tractive effort in thousands of pounds). When done they will have seven operational steam locomotives in the fold three of which will be the K-36 class, three K-28, and one K-37. They also have purchased four DL535E diesel locomotives used from the White Pass and Yukon RR for use primarily on maintenance trains, but they could be used on passenger trains as well (dang it). Earlier they had purchased two new MP2000NG diesel locos, so they are rather well heeled when it comes to motive power these days. Coal is not done entirely on the D&S as visiting locos such as the Eureka and Palisade 4-4-0 and Durango Railroad Historical Society DRGW #315 2-8-0 (C-18) may still run occasionally when conditions are right.

The Cumbres and Toltec is in the process of converting part of its fleet to oil and so far, has completed one K-36 with another in progress. They claim to want to continue running coal as often as conditions permit and still have in coal two K-36, one K-27, and #168 a T-12 4-6-0. There is talk about returning a K-37 back in service as an oil burner using the same techniques as pioneered by D&S. The C&TS has purchased a WP&Y DL535E diesel locomotive for use on maintenance trains and as standby in emergencies and already had GE 44-tonners on the roster for use in the yards as did the D&S. Coal fired DRGW #315 visits C&TS and seems to spend quite a bit of time there for special events. DRGW #315 C-18 (1895), K-27 #463 (1903), and T-12 #168 (1883) put on a good "turn of the century" show when paired with the restored coaches of the late 1800's.

Coal isn't quite dead yet for these railroads, but the writing is on the wall. I sure will miss that great coal smoke smell!

Bill Horning

My turn.

I rode the D&S in June of 2022 and was told all the steam Loco's had changed over to oil. I think it was used cooking oil because it smelled like roasted peanuts. Two weeks later I was on the Cumbres and Toltec and was told that they had just started to change over. I also rode the C&T in 2016 with my sister. Both times they had a MOW inspection rig following us with a water tank and gas pump trying to keep out of our view. Both great rides and not too far a part to ride both in a short week.

Al Johnson

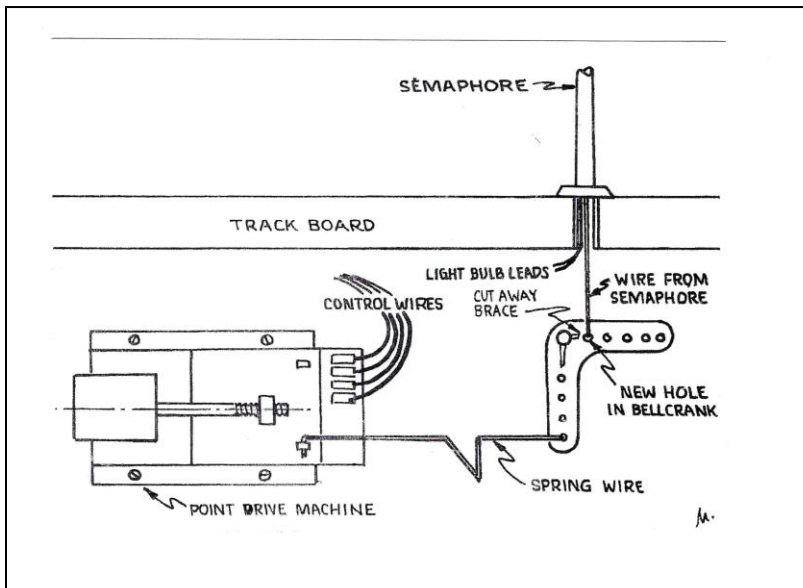
Around the Division

Semaphores for your Railroad

By Walt Wyatt

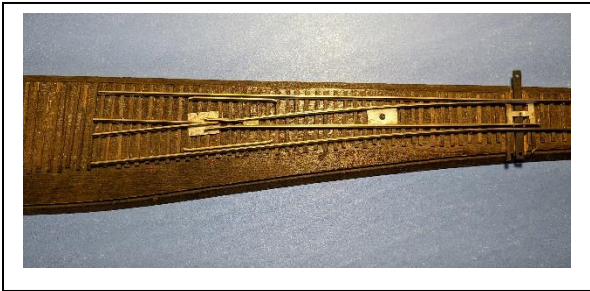
While camping in southern Indiana in 2013, I found the old Monon line from Chicago to Louisville KY. The semaphores were still working at mile post 273.4 near the town of Campbellsburg IN. CSX abandoned this line in 2017. The Monon had lots of passenger trains and street running in small towns which worked well for passengers. But when CSX began to run mile long freight trains through town at 5 mph, that did not work for them. The photos are at mile post 273.4 and .3. The line had working semaphores along the entire line until CSX shut it down.

I installed semaphores on my Sweetwater steam railroad. I had changed from blocks to early DCC. I had long, blind tunnels and early operators who were used to blocks thought that they would be protected from head-on meets. Not so with DCC, they had to read and obey signals with DCC. I found it was much easier for operators to read semaphores than light signals that had to be viewed from track level. A slow-moving changing semaphore added a lot to my layout. The diagram shows how I activated the semaphores using simple model airplane linkage and Man-made switch machines. Any slow-moving switch machine with contacts for the semaphore lights will work. Note that airplane guys have lots of great linkage items.



Around the Division

Misc. Pictures from our Division



A little history? Who remembers this turnout kit with the closing frog from the 60's. Walt Wyatt



Waiting for the next fast freight.

Tennessee Pass station. Bill Horning



As seen at a RR Crossing in Florida. Do your Operators ignore your road crossings during Op nights? Add this sign.
Jens Hensel



USS Enterprise Model Aircraft Carrier at the National Naval Air Museum in Pensacola Florida.
Jens Hensel

Around the Division

AP Certificate for Scratch built Track Requirements

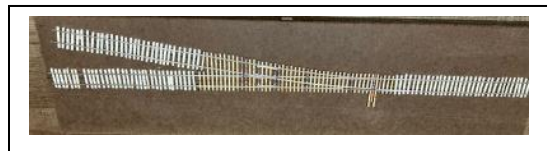
Lessons Learned

By John Campbell, MD

Over the last few years I have started delving into the NMRA Achievement Program, initially by completing the requirements for the NMRA Golden Spike Award nearly three years ago. What could be described as dipping my toes into the water initially has now progressed to full immersion into the program. I am currently working on several certificates in the program, with the eventual goal of earning the Master Model Railroader (MMR) designation from the NMRA. Over the last three or four years I have been making steady progress on my HO scale Ann Arbor Railroad, and by doing so have completed several of the requirements for the Civil Engineering certificate. However, item number three in the Statement of Qualifications (SOQ) form was of special interest.

Item three in the Civil Engineering SOQ says, “Construct for Merit Award Evaluation scratch-built models of any three of the following.” It goes on to list several options from a simple turnout to crossovers, crossings, slip switches, three-way turnouts, etc. One of the requirements is that the track is scratch built, including the frogs and points of a turnout. Fortunately, turnouts made using Fast Track (Handlaidtrack.com) jigs and tools are acceptable. I have several #6 turnouts made using Fast Track equipment and supplies, so I thought I would construct some models using this equipment. I selected the following three models from the list: point turnout, single crossover, and a gauntlet track.

Simple point turnout: This was constructed using the Fast Tracks template, PC ties, Quick Stick Laser cut ties, and Micro Engineering code 83 rail which was cleaned prior to use. I cut my own wood ties and sanded them down to match the height of the Quick Sticks to construct the approach tracks (enough room for a locomotive).



The turnout was made per Fast Tracks instructions. As we have discussed in previous Division 2 clinics, in constructing these turnouts practice makes perfect. Having constructed about twenty of these turnouts, this one only took about two hours to complete. I decided to mount the turnout on a piece of Masonite approximately 8” by 28” using Elmers Glue mounting some small wood blocks on the bottom to allow space for wiring. I ran a small DCC bus line below secured with double sided 3M foam tape, and soldered feeder wires to the rails. Rail joints were reinforced by soldering them. Correct track spacing was confirmed using an NMRA HO scale Mark IVb standards gauge. A wired Caboose ground throw was used to control the turnout, and the throw was marked with red or green paint to mark the diverging or main route. The wired Caboose ground throw allows for correct polarity of the electrically isolated frog. I cleaned the rail with a Brite Boy, and then a soft cloth. I used some alligator tipped test wires to power up the

rails straight from my MRC Prodigy Wireless bus, and tested both a diesel and steam locomotive to make sure they ran smoothly in all directions.

Single crossover: I used the same technique as with the simple turnout, but I used a somewhat larger piece of Masonite about 40" long. I constructed two #6 turnouts, both left-handed. These were mounted to the Masonite using white glue, and I again made approach tracks using my own ties. CA glue was used to secure all rail to the ties. Again, the NMRA HO track gauge was used throughout construction to assure proper spacing of the rails. A truck with Kadee metal wheels was run over the points and frogs to make sure it operated smoothly. On this model, I again used wired Caboose ground throws to control frog polarity at each turnout. The bus and feeders were mounted as described above. The track was cleaned. The model was tested with both a diesel and steam locomotive after being hooked up to the MRC Prodigy wireless system and they ran smoothly in all directions.



Gauntlet track: A gauntlet track is used by railroads in situations where two tracks need to converge and traverse the same narrow width of a bridge or viaduct but without joining into a single track with a turnout. Obviously, gauntlet tracks need to be carefully signaled to avoid collisions. My model of a gauntlet track was built on a 6" by 48" piece of pine. I used Fast Tracks tools to construct the two frogs, but points were not needed as in a turnout. Quick Sticks #6 gauntlet track ties were used. I cut gaps in the rails to electrically isolate the frogs.



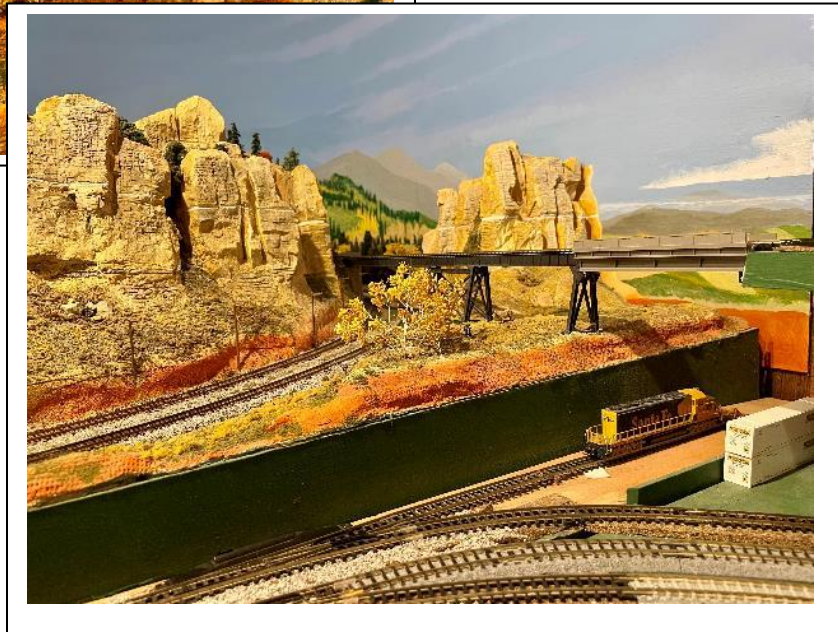
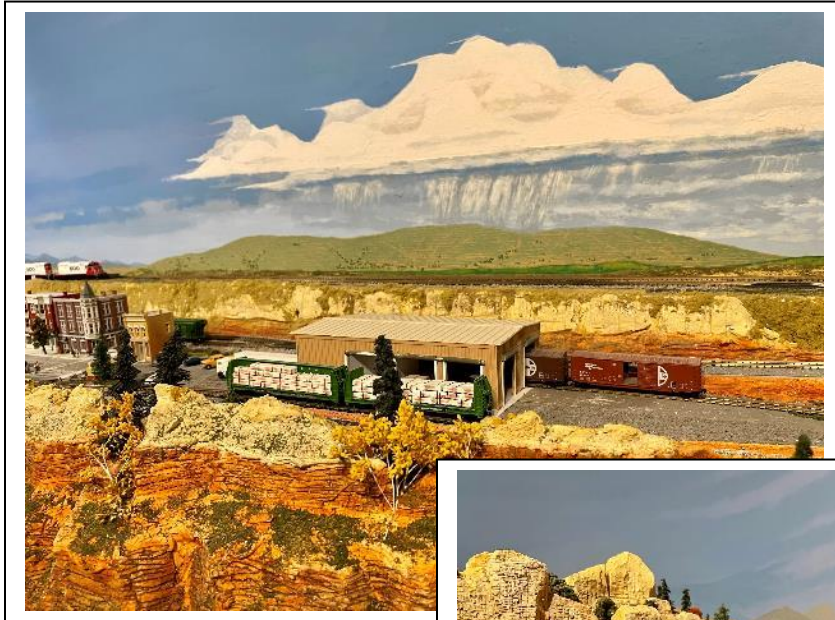
Approach tracks were made using Quick Sticks flexible ties, and rails were glued down with CA. Again, the NMRA track gauge was used to maintain proper spacing between the rails. Feeder wires were soldered to the rails and run to the main DCC bus below. After cleaning the track, it was tested and ran smoothly with a diesel locomotive. If I needed to run steam locomotives on this trackwork, I would add frog juicers to power and instantaneously reverse polarity of the frogs.

There is no NMRA requirement to paint or weather the rail, or to add ballast or roadbed. However, this project offers a perfect test bed to try out different techniques for doing just so. Merit award judging is pass/fail based on construction (i.e. a self-powered locomotive successfully traverses all routes), conformity (prototype practice and follows track standards using appropriate track gauge), and scratch building (frogs and points must be scratch built. Commercial frogs not allowed).

This requirement was a lot easier than I thought it would be and was fun to do. If you're considering doing the NMRA AP, the Civil Engineering certificate might be a great starting point into the program. I hope to have my models judged this summer.

Mystery Layout

Who can identify the owner of this famous layout?



**Spring's Newsletter's answer was:
The Henry Ford Museum
Dearborn Michigan**

Michigan History



The Michigan Central Station has been revived! (Less the Trains – for now)

A big grand opening ceremony concert was held on June 6, 2024.

The 6 Year Restoration Project was handled by the Ford Motor Company.

Renovation Cost – Approx. 950 million Dollars.

The Ford Motor Company will use some of the space for its “Mobility Tech Campus”.

Google and other Automotive Suppliers will also lease space.

Michigan Central first opened in 1913 and was closed after the last train, Amtrak No. 353, departed for Chicago at 11:30 a.m. on Jan. 5, 1988.

AP Corner

Summer 2024

Pete Magoun, MMR©

Spring has Sprung, the grass has riz; I wonder where the AP Certificates is! Well, one quick, positive answer is that Superintendent Mike Cipko has accumulated enough Volunteer points as Assistant Superintendent and Superintendent to qualify for the NMRA Association Volunteer certificate, which covers his "Service to the Hobby" section of the Achievement Program. The bureaucracy still has to weigh in, but that requires the form to be filled out and approved, which is but a formality.

Congratulations, Mike!

As I mentioned last time, I'm aware of Division Two AP progress being made by David Zolnierek, who is working on Civil Engineering, Electrical Engineering and Prototype Modeler among other things, and Dr. John Campbell, who is working on Motive Power, Prototype Modeler, Scenery, Chief Dispatcher, and the Civil and Electrical Engineering certificates. This is all Good News, and they are enjoying the voyage!

New member Keith Aleo has displayed some interesting Florida East Coast structures and cabooses; AP evaluations are likely to produce Merit Awards for these. Keep going, Keith!

But what about 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 ones 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!

06/01/24

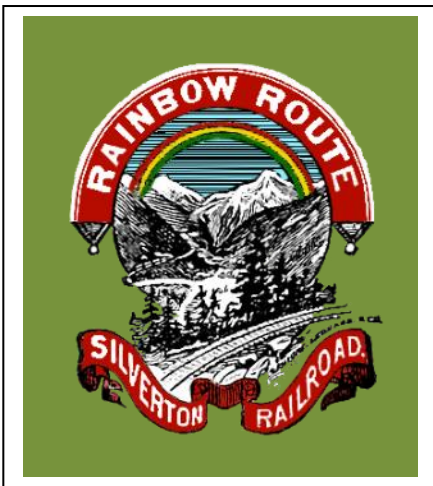
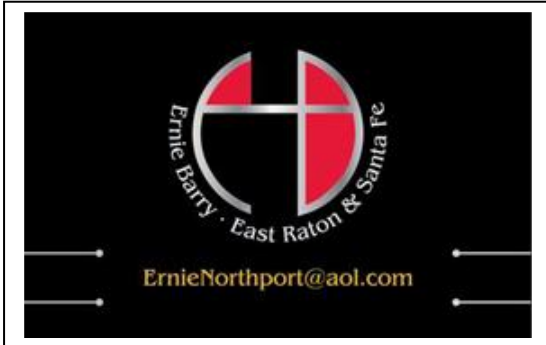
The NMRA Achievement Program is designed to challenge the skills of the modeler. The Achievement Program is divided into eleven categories covering different aspects of the hobby and the NMRA. As members of the NMRA earn credit in the different categories, awards are presented to signify the member's 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 - MMR©. orion@chartermi.net

PIKE ADS: SUPPORT YOUR DIVISION. BUY A SPACE FOR THE YEAR – ONLY \$20.00
CONTACT DAVID ZOLNIEREK

djzolnierrek@gmail.com



For Coming Soon Selected Model Railroad Events:

See <https://www.trainlist.com> (cut and paste into your browser)

Division 2 Leadership

- | | | |
|------------------------|------------------|----------------------------|
| • Superintendent | Mike Cipko | mcipko@charter.net |
| • Asst. Superintendent | Jens Hensel | jens.hensel50@gmail.com |
| • Chief Clerk | Kieth Aleo | keith.aleo@interlochen.org |
| • Paymaster | David Zolnierrek | djzolnierrek@gmail.com |
| • Yardmaster - North | Open Position | Any Volunteers?? |
| • Yardmaster –TC | John Campbell | Jcampb1513@aol.com |
| • Trainmaster | Al Johnson | alwyn0008@gmail.com |
| • Dispatcher | Reece Sivek | sivekr@gmail.com |
| • Webmaster | Sydney Sivek | sm061998@yahoo.com |

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