

# NMRA NORTH CENTRAL REGION DIVISION 2 NEWSLETTER VOLUME 5 / NUMBER 2 SPRING 2019



**TC YARD MEETING  
SATURDAY  
MARCH 23RD  
1:00 PM – 4:00 PM**

- **Clinic on Water Slide  
Decals**
- **Show and Tell**

## TC YARD MEETING

**TRAVERSE CITY YARD EVENT**

**March 23, 2019 - 1:00 PM to 4:00 PM**

**PENINSULA TOWNSHIP HALL**

**13235 CENTER RD, TRAVERSE CITY, MI**

**49686**

## WATERSLIDE DECALS

By the time we meet again, we'll be nearing the end of March and the weather is bound to be better. You think? We'll see! Anyway, we're going to meet at the Township hall on Saturday, March 23rd. Scott Pandorf will put on his clinic hat again as he demonstrates the use of water slide decals.

Learn about setting solutions, tools, rough or smooth surfaces, distilled or tap water, getting the bubbles out and finishing up. Lots of info on the internet too, but better yet to see how Scott does it. Great opportunity to ask questions also. Thinking about it, I thought it was easy, maybe that's why my results haven't been so great!

We had a great turnout in January for Show and Tell, but let's see if we can do better yet. Take a look around at what you are working on for your layout, bring something to show, and tell us all about the details. Reminder, if you're shy and don't participate, you'll owe the kitty a dollar, or maybe more! Donations help cover the cost of materials for future Yard events.

See you in a week.

Mike.



# Super Sez...



This May's all Division meeting will mark four years that NCR Division 2 has been around. Besides our Division Board of Directors (BOD), our division also has the VP of the NCR region and the President of the National NMRA. Considering that less than four years ago we didn't even exist, that says a lot. Your BOD has worked hard at offering Yard Events that you can learn from, enjoy, and get to know other members.

This brings me to my main purpose of this editorial. Due to our Division bylaws of term limits, your Division needs you. At the May All Division meeting we will have an election of some new officers. The Superintendent, Assistant Superintendent, and Petoskey Yard Master positions are going to be open for new leadership. For this Division to continue offering great Yard Events the BOD needs a complete number of interested and dedicated members to lead us. Please consider tossing your hat into the ring to help our Division move forward. Without BOD members there would be no Division. Contact our Train Master, Jens Hensel, to volunteer to run. Feel free to contact any BOD member with any questions you have and thank you.

While we have lost some members to moving and passing, we have found some new members and today we are a larger Division than when we started. We all know that there are many model railroaders in our 20 county Division that need to be found and invited to join us. Start looking for people at work, in church, and/or at all those other groups you belong to for new members. If we all try to invite just one new person to a Yard Event during the next year our Division will continue to grow. While that might be a lot to hope for, can you find just one person in the coming year?

Our 'Show and Tell' time has become a major part of the Yard Events. Each of you sharing is always a great way for us to learn from each other. The BOD is always looking for activities for the Yard Events. Consider expanding your 'Show and Tell' into a clinic. It is just the next step of sharing what you do. It could be a great clinic or even a 'Make and Take' as we have had in the past. We have only touched the surface of 'Make and Take' clinics and need you to offer your modeling knowledge.

These three things: new leadership, new members, and new clinics are vital for our Division to move forward. While it has been an honor and true pleasure to be the Superintendent for these past four years, I am confident that there are new BOD members and clinicians in our membership. I hope you will consider helping and expanding Division 2, the "Tip of the Mitt."

**Dave**

## DIVISION 2 LEADERSHIP

### Superintendent

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### Assistant Superintendent - Newsletter

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### Yardmaster – Petoskey

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### Yardmaster – Traverse City

Mike Cipko [mcipko@charter.net](mailto:mcipko@charter.net)

### Trainmaster

Jens Hensel [jens.hensel50@gmail.com](mailto:jens.hensel50@gmail.com)

# FROM THE WORKBENCH

One thing all our model railroads share, whether they are steam or diesel, standard gauge or narrow gauge, is track. The quality of our trackwork has a direct bearing on how well our trains run both visually and physically. While visiting other layouts, I frequently look at curves and

## A TESTAMENT TO TRACKWORK



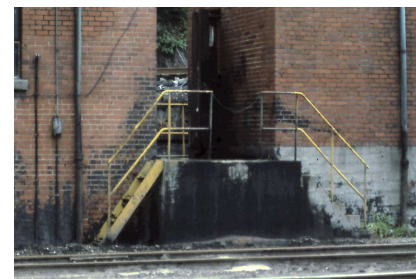
the diverging track at turnouts looking for jogs and “pinches”, think SMOOTH trackwork.

As such I try (emphasis on TRY) to make sure the trackwork on my railroad has smooth flowing curves and no abrupt jogs in straight tracks... Now look at the prototype trackwork in the photo above. This is the C&O engine facility in Hinton West Virginia, it's a great picture with all sorts of interesting details. One of these details is the trackwork, now as important as good trackwork is to our model railroads it is more so with the prototype where tolerances are much tighter (to scale). So, what's going on with the track next to the building? The curve starts and then suddenly flattens out before resuming (never mind the dip in the left rail further on at the joint!)

The key here (I think) is the platform with the yellow railings, if you look closely you will see a gap in the railing, I think this was used to offload supplies from boxcars into the building. Flattening the curve allowed the boxcar door to be spotted at a more consistent distance from the platform.

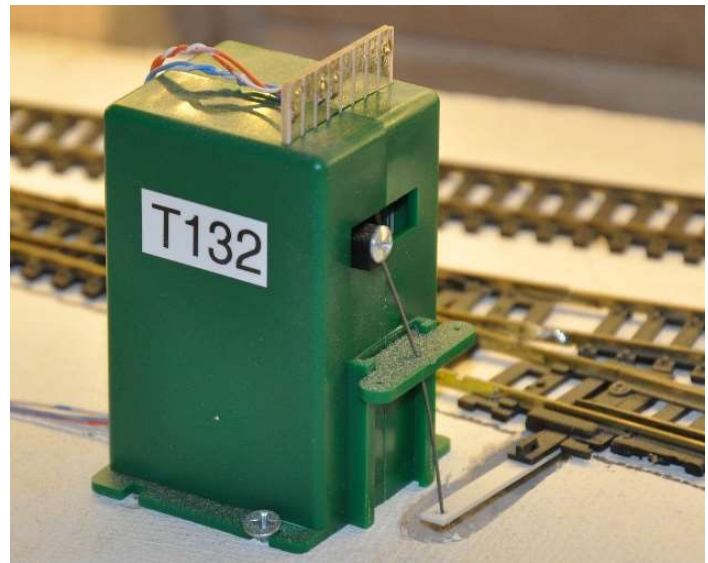
Notwithstanding, there's a prototype for everything, even bad trackwork!

Happy Modeling! Scott





# THE CASE FOR THE UPSIDE-DOWN TORTOISE



Mike Cipko asked me a question the other day, had I ever mounted a tortoise switch motor upside down?

The answer to that question is absolutely, yes. On my layout I have three 10 track staging yards all mounted relatively low (knee height off the floor) and all three with limited overhead access (less than 10" in one case).

The normal way to mount a tortoise is under the layout (sub-roadbed and homasote) with a slot for the wire. Frequently mounting them this way requires some finicky adjustments to get it to throw the points correctly. Not something I wanted to contemplate with limited access over and under.

It occurred to me that there was no reason the turnouts couldn't be mounted above the layout in an upside-down configuration (it's only staging after all). This allows the tortoise to be adjusted before gluing or screwing it down. All you need to do is cut a shallow trough in the homasote / cork / Styrofoam base from the tortoise to the throw bar for the tortoise wire.

When mounting upside down I use a slightly heavier wire bent to shape. When used on a yard ladder the distance away from the turnout is not critical although I suggest you leave  $\frac{1}{4}$  to  $\frac{1}{2}$  inch between the tortoise mounting flange and the turnout ties.

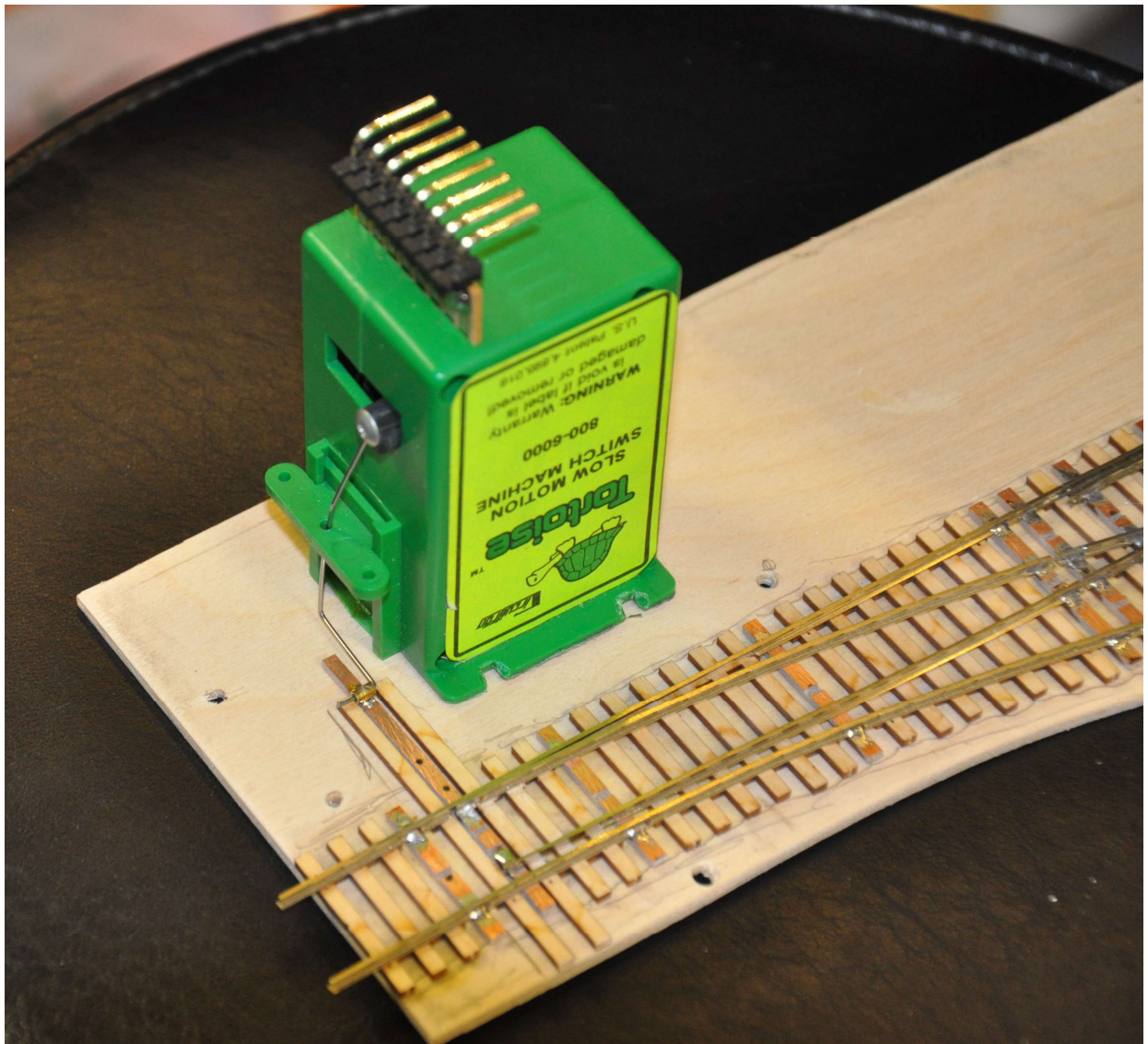
I also have tortoises mounted upside-down in my helix, in this case I mounted all the parts



(turnout ties, turnout, and tortoise on a thin piece of birch plywood to make installation (and removal if necessary) easier. When mounting on a curve the distance between the tortoise and the turnout is much more critical. I would recommend a minimum of ½ inch and as much as 1 inch depending on the radius of the curve (remember the overhang of those 86' Hi-Cubes, TTX Flats, or 85' Passenger Cars).

In all cases, access to the tortoise wiring was also much easier with the tortoise mounted on top of the benchwork.

Scott.





# JANUARY TC YARD MEETING

Our January Traverse City Yard meeting was held on January 19<sup>th</sup> out on Old Mission. We had a great meeting with an extensive show-and-tell and a tremendous clinic by Pete Magoun on backdrop painting.

In the photo above all of the backdrop students display their afternoon accomplishments.



David Zolnierek and Don Robbins

# JANUARY TC YARD MEETING



Ray Kilmanas  
and Al Johnson  
hard at work



Kevin Predmore  
and Doug  
Carver



Jens Hensel and  
Mike Cipko



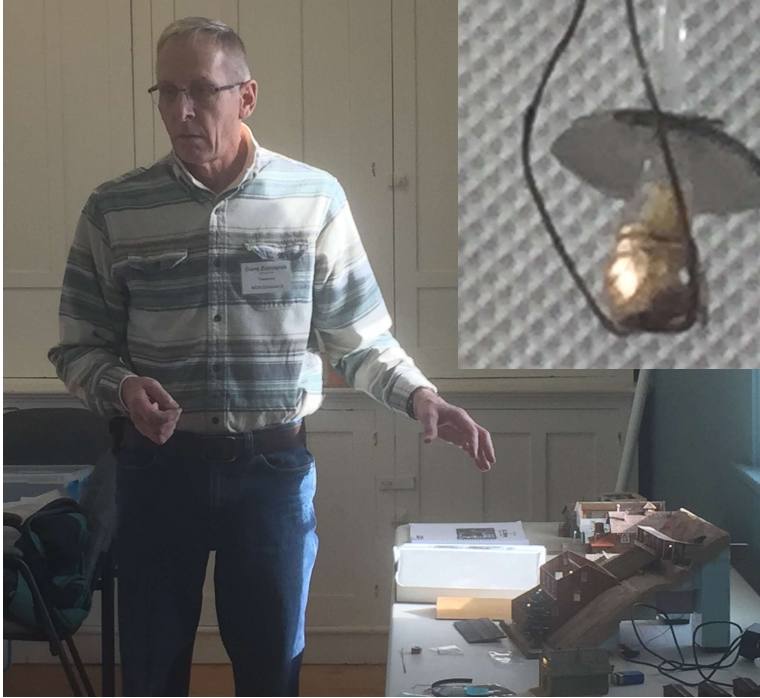
Patrick Burdo  
Ernie Barry and  
Bill Horning



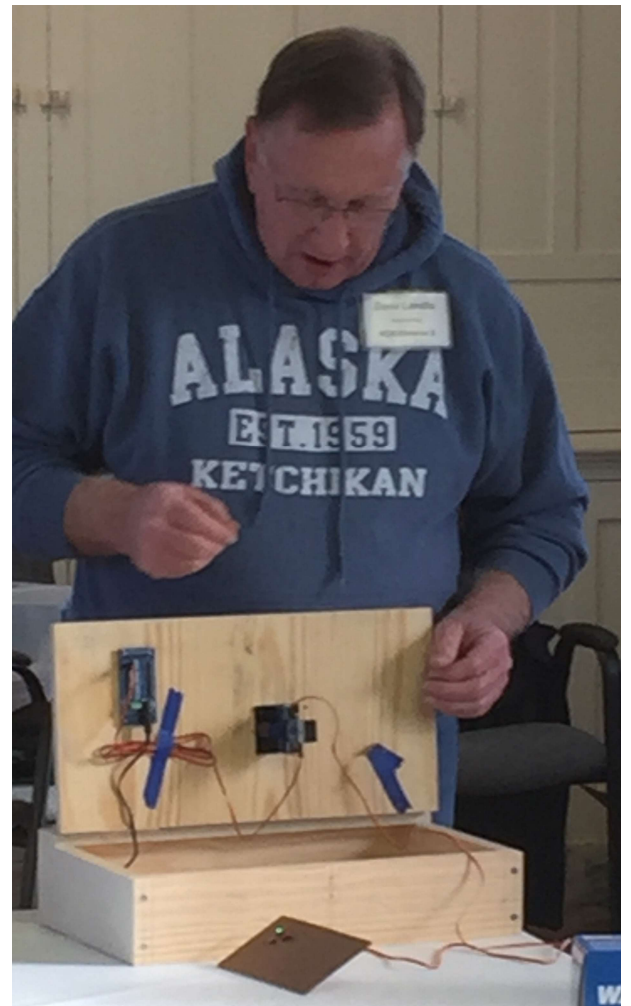
Compatible  
mountain tops!



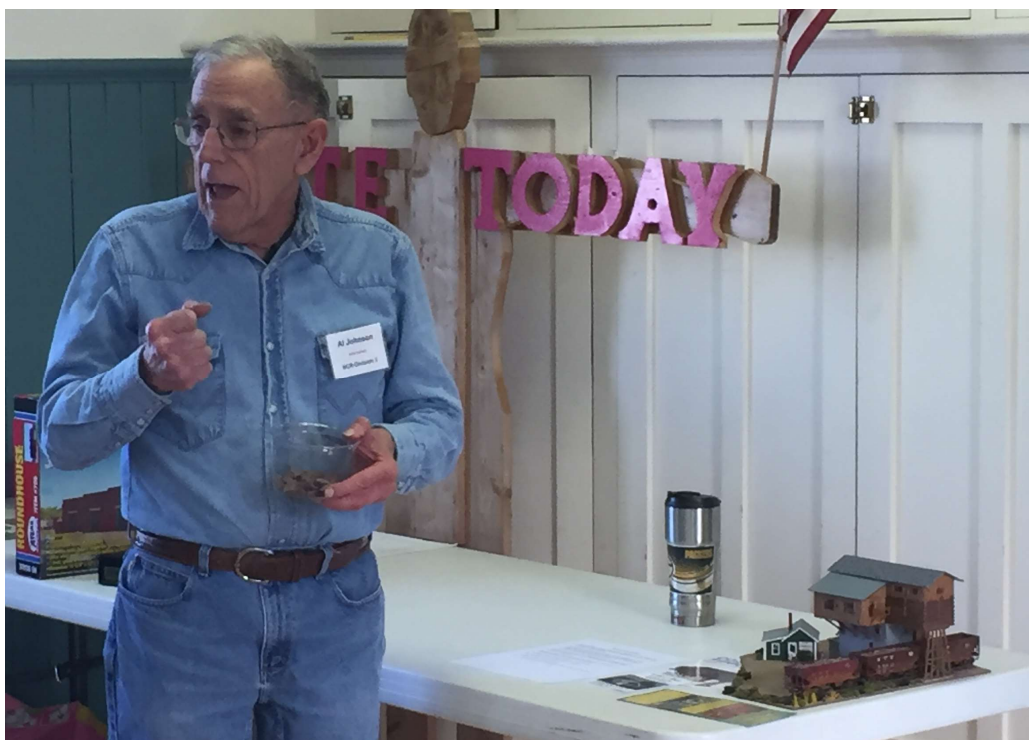
# JANUARY SHOW AND TELL



David Zolnierok Describes his stamp mine (inset)  
SMD lighting



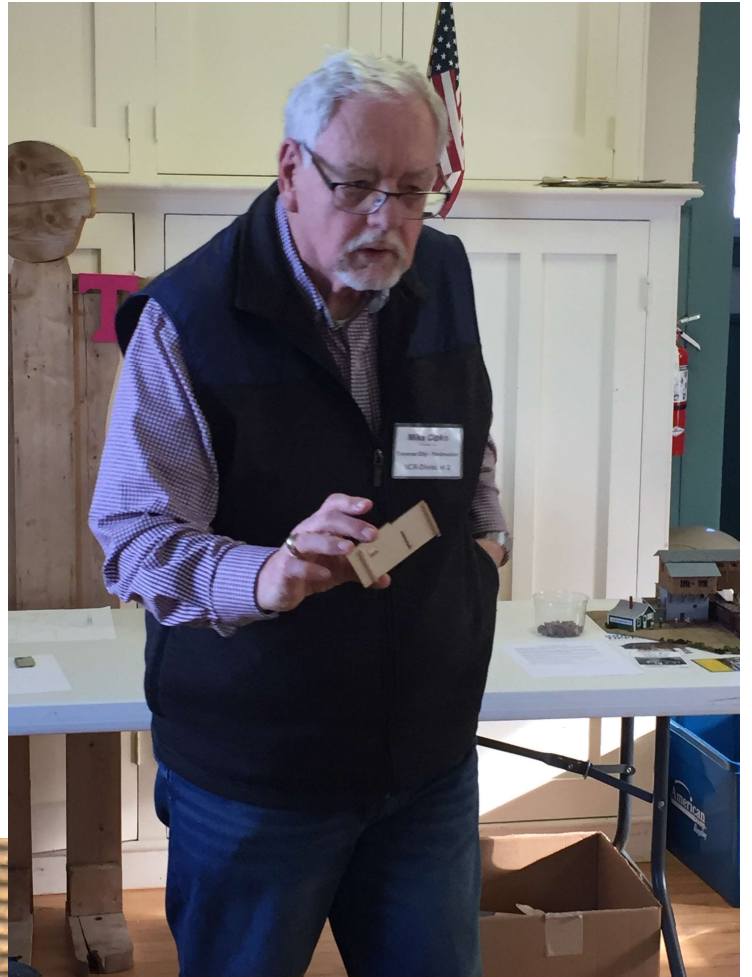
Dave Landis talks about the Walthers  
Servo turnout throws and controls.



Al Johnson  
describes his  
mine.

# JANUARY SHOW AND TELL

Mike Cipko describes his craftsman kit construction.



# DIVISION 2 LAYOUT PICTURES

I sent out a request this month for layout pictures and several of you responded. Thank you all for sharing!  
James Matuszak sent these layout pictures.



Monon BL2 36 Passing Winski Scrapyard



Entering Frankfort



Passing NKP Mainline



Passing Westfield Station

Jim Eggert sent these pictures of his layout.



Kevin Predmore sent these pictures of his layout under construction.





Al Johnson's Layout (Mine he showed during show-and-tell)



Yard on Al Johnson's Layout

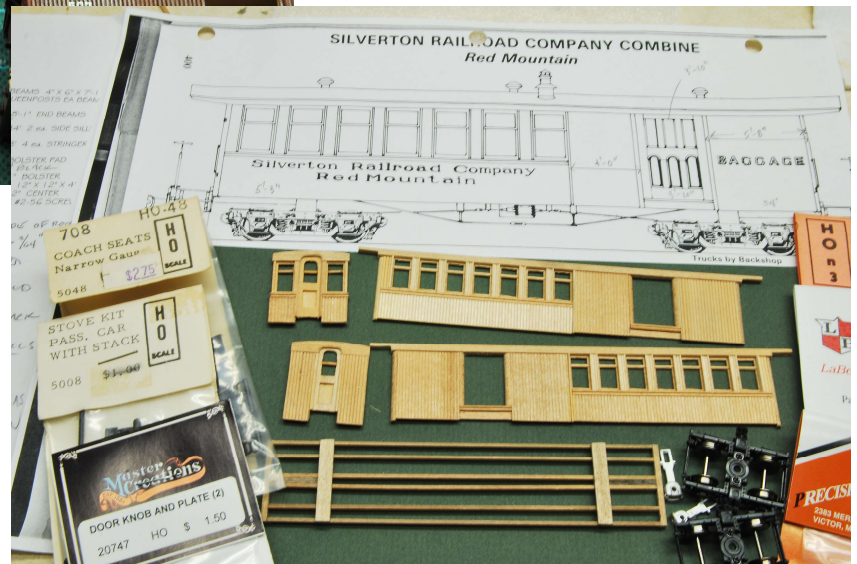
# AP CORNER

PETE MAGOUN, MMR



This month David Zolnierек shared some pictures of the cars he is working on as part of his Master Builder Prototype Models AP Certificate.

Ask David at the next meeting about this certificate and how he is progressing.





What do you do with a 60-year-old Model Railroad that your Dad built?

I made the decision to rebuild the 4'x8' Railroad since my Dad is the one that got me involved in the hobby.

The track work is Trix (now Marklin) 3 rail DC. Buildings are original. A background viaduct was added to display the

passenger and freight cars versus leaving them stored away in boxes. Roads were revised and repainted and include a buried wire to allow the battery powered Faller Cars and Trucks to run. The set was rewired with new transformers added.

The trains run but need a little help since the rails are steel and are hard to keep clean. This space could have been better utilized with an updated RR, but this was more of a tribute to my Dad.

Your Trainmaster, Jens Hensel







# CONSTRUCTION ZONE

## IDEAL HOSIERY - FOS SCALE MODELS

Mike Cipko

Santa was good to me this Christmas and I found several FOS SCALE kits under the tree. Since I am modeling the LV and CNJ in the Lehigh valley area, the FOS Ideal Hosiery Kit fits in well as wives of many miners worked in the garment industry.

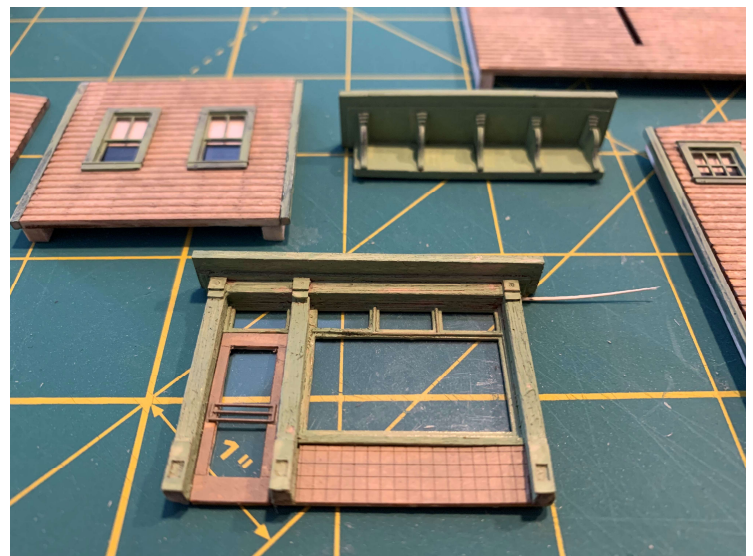
Upon opening the kit, I laid out all of the main wall pieces, set other parts aside, then started following the instructions. They strongly suggested bracing the clapboard walls with the 1/8" square strip wood provided. After I had done that, I proceeded to stain the walls with an ink wash and followed that by lightly sponging on paint. Makes it look like paint that's weathered and worn. Paint the windows and trim and we are ready to go.

The front facade is comprised of three sections, main floor, second floor and cornice. Columns were built up with layers of 1/32" material to detail the base and upper trim. Clear styrene was used for windows and a photo was placed in the main window, representing interior displays.

Windows that were painted and glazed fit snugly into their openings without any additional trimming. After installing into wall sections I started connecting the walls together. Found out I had glued braces on the wrong side of some mat board sections, so I carefully removed and reinstalled them.

With main structure walls together, I began working on the enclosed stairwell. Previously stained material was cut for individual boards, installed on a mat board backing and then painted. While painting the boards I used Scotch tape as suggested to remove paint just applied. Adding an India ink wash on top of this helped create a worn looking, weathered, painted surface.

The building roof was next, comprised of cardboard sub-roofs overlaid with rolled roofing. Roofing material was provided, a paper sheet that was sprayed flat black then cut into strips. Once installed the result looked good, except for the cut edges. Ended up with a white stripe along the edge of each piece. Think that has been resolved with a dusting of powdered black chalk brushed into the edges.

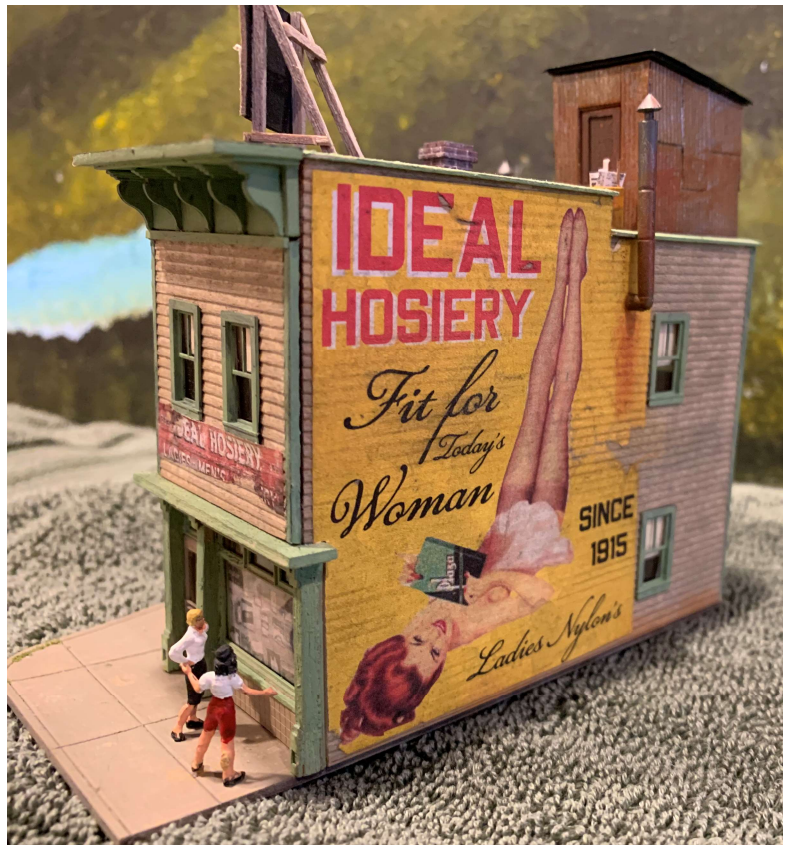


Hey, this is starting to look pretty good! Next up is the corrugated sheeting for the roof top shed and side porch roof. Where is it? Don't see any ribbed steel-like looking material anywhere. Wait, I remember seeing a couple of wide pieces of thin wood with a ribbed surface in with the supplies. Could that be it? Sure enough! Paint it a steel color, make it look rusty and weather with India ink.

Build the rooftop sign, add the mat board sidewalk, add the details and you are all set. But wait, take a close look at the photos on the website. There is a group of photos that show many details that you'll want to include in your model.

Things to think about BEFORE you get started on any structure kit:

- Carefully read the instructions, ALL the way through.
- Identify your parts. (I didn't realize that corrugated panels were actually made of wood.) Scale sizes of small strip wood pieces can be a challenge to determine. Sort them out. Add grain to strip wood, stain and paint as needed.
- Plan on interior lighting? Might want to paint interior walls a dark color before assembly.
- The sponge painting effects are nice. Looks like weathered paint on walls. I even used it for a rust effect on corrugated panels and other metal parts. Use it like a dry brush, not a lot of paint.
- Study the photos for interesting details and techniques.
- The printed signs included add to the finished product. Think I'll scan them in the future to start a collection.



FOS SCALE and other craftsman style kits like this have interesting detail and construction methods. They can be very pricey, especially for the larger ones. This one was under sixty-five dollars. Have fun.

Mike

# FUTURE EVENTS

April 20, 2019 1:00 PM

Petoskey Yard Meeting

May 2019, 1:00 PM

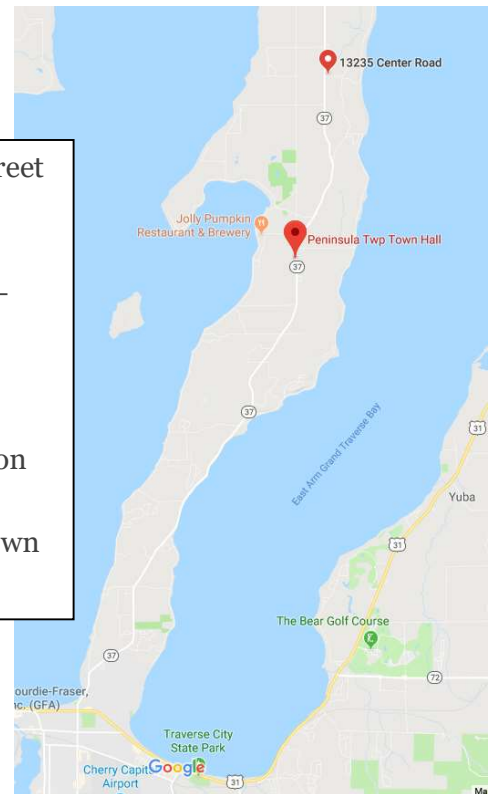
All Division Meeting Charlevoix

July 7 – 13, 2019

NMRA National Salt Lake City Utah

[www.nmra2019slc.org](http://www.nmra2019slc.org)

Be Aware! The street address of the meeting space is 13235 Center Rd – but Google Maps shows that as a different location. The correct location is shown as the Peninsula Twp Town Hall at right.



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

Pike Ads are \$5 per issue (\$20 per year – we publish 4 times per year)

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**OHIO AND MISSISSIPPI**

“Linking East and West through Cincinnati”

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