National Model Railroad Association North Central Region

Division 2 Newsletter

Volume 10 No 3 Fall 2024

The New Raton Station is completed
Featured Article on Page 16

July 14-19, 2025
Registration is open

Save the Date
See the Fall 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

Almost Fall!! Time to prioritize your things to do list for your Model Railroads. Stay tuned for some great clinics planned for this fall, including an introduction to our new Division website and a special OP Session.

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:

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

Super Sez...

Leaf Peeping Season is fast approaching! Fall is the time for raking and blowing, along with preparing the garden for winter. Don't forget about snow blowers, snow tires, ice scrapers and all those items that we need in northern Michigan.

North Central Region Board

Earlier this year I nominated Division 2 member T.J. Stratton for a Director-at- Large position on the NCR Board. He recently relocated to Cadillac from Maumee, OH. Active in NCR Division 1 since 2000 he joined Division 2 in June of 2023.

Married for 41 years to his wife Julia, they have two adult children and one grandchild. He retired from the City of Maumee Police Division, with 35 years of service, as well as serving 22 years in the U.S. Navy Reserve.

T.J. originally became interested in model railroading as a child and rekindled his interest in his mid-twenties. He built a 22' x 32' layout based on the NYC "Old Road" circa 1955, in his Maumee home. A new layout in his Cadillac home is now being constructed, following prototype modeling as well as prototypical operations.

I have been informed that he is unopposed on the ballot and will officially join the board at the October meeting. Congratulations T.J!

New Members

Going through our Division Roster the other day, a couple of items caught my eye.

First, we have gained two new members from the Traverse City area.

Robert Dumont from Traverse City and Paul Anderson from Cedar. Welcome aboard Gentlemen!

Fifty Years

Secondly, what were you doing fifty years ago? Recently looking at membership records, I found that Pete Magoun joined the NMRA on January 1st, 1973. That means that he has now been an NMRA member for over 50 years.

Self-employed for years, Pete holds an MBA and has Board level and Officer experience in both for-profit and non-profit organizations. He has owned Trains & Things Hobbies in Traverse City for over twenty years and developed an excellent working relationship with many of the manufacturers and distributors who support the hobby and the NMRA.

Pete was also on the National NMRA Board for six years and our NMRA President for three years.

He models railroads North of Boston, circa 1954 in HO, and the Maine two- footers, circa 1912, in HOn30.

Pete is a member of the LDSIG and OPSIG, as well as rail-related historical societies. He earned his MMR in 2007 and has been a clinician and contest judge at National and Region conventions. He has been actively promoting the hobby and values the camaraderie and educational opportunities the NMRA offers and is grateful for the benefits of the standards the NMRA has brought to the hobby.

Glad to have you aboard!

Remember,

Keep working on your layouts!

Mike

Division News

No Division Meetings were Held in June, July or August

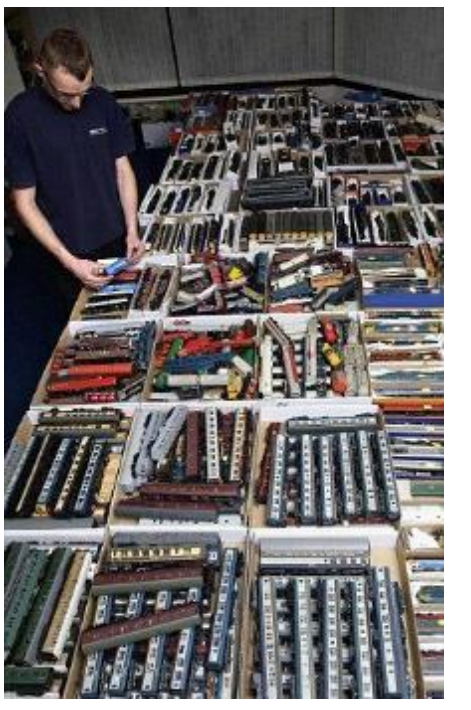
However, behind the scenes our Webmaster, Sydney Sivek, has been working hard on our Website.

A note from Sydney,

We are planning on having a kickoff of our website at the next Division meeting (09/21/2024).

I would love for our division members to send me photos (jpeg) of their layouts with a brief description to add to the website! My email is sm061998@yahoo.com. 3-4 pictures and a short description of your railroad would be great.

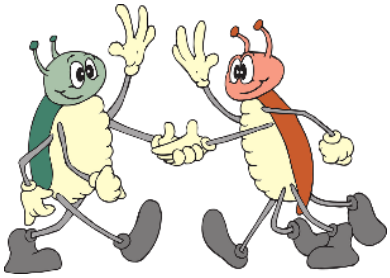
We're also planning on having a Swap/Sell page as well. Please bring any items that are for sale to the Sep 21 meeting; or you can take pictures (jpeg please), send them to me, and I can upload them to the website page.



Traverse City Yardmaster Report

Soon we will be meeting again! Our first Division 2 meeting is scheduled for September 21, 2024, from 10AM to 1PM. We meet in classroom A of Munson's Foster Family Community Health Center, 550 Munson Avenue, Traverse City. Subsequent meetings are scheduled for October 19th, November 16th, and December 21st. Clinics or presentations are a central focus of our meetings. These can be related to any subject related to railroading or model railroading, and can be more formal lecture-like talks, or less formal hands-on clinics. In the past, we have had hands-on clinics for making conifer trees, tuning up rolling stock, installing decoders, and painting backdrops. We have had talks on short lines, railroad signaling, locomotive weathering, and model railroad planning. Presentations typically last an hour or so.

Perhaps you have expertise on a subject you'd be willing to share with the group. We're a friendly bunch, and I promise nobody will throw rotten tomatoes.



I am currently trying to persuade one of our members to provide us with a presentation on model railroad photography and videography. Maybe you're starting to plan a model railroad and would like to share your vision of the project with us? Some of you are very handy with structures. Would you be willing to give us some pointers on how you do such an amazing job? I'd love to see some clinics from those who haven't presented previously. If nothing else, this is a great way to improve your public speaking skills, but you will also be sharing your love of the hobby with friends!

If you are interested in presenting a talk or clinic to the group, please let me know. My phone is (231) 633-5707, and my email is: jcampb1513@aol.com.

See you soon!

John

Dispatcher News

INTRODUCTION TO OPERATIONS EVENT

October 26, 2024

HOSTED BY:

TIP OF THE MITT
NCR DIVISION 2

North Central Region Division 2 Invites you to join us for an Introduction to Operations Event. We will have several wonderful 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.

Operating sessions will take place Saturday (Oct. 26th) in the Traverse City area. The first session will run between 10am to 1:30pm, and the second session from 3:30pm to 7pm.

Please contact Reece Sivek via email for further details and registration information at sivekr@gmail.com

****Registration for this event closes** September 28th**

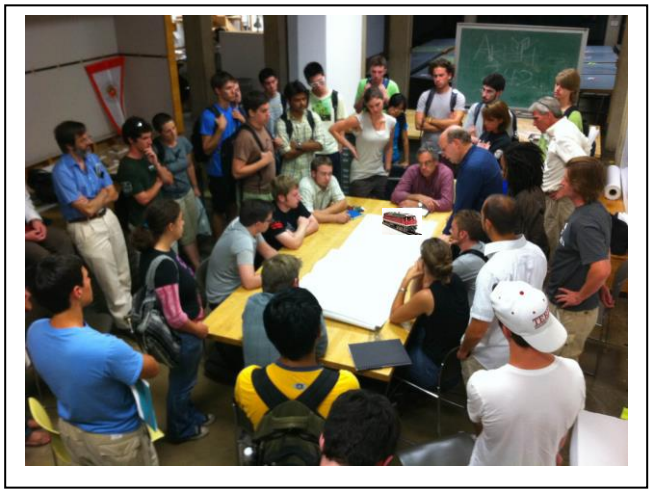
Thanks!

Reece

Chief Clerk's Report

Membership Information from Keith Aleo

We currently have 48 Active Members



Paymaster's Report
North Central Region NMRA Division 2

Financial Information

From David J. Zolnierek

Paymaster

Ending July 31, 2024

● Regular Share Balance, Beginning July 1st	$707.73
● Regular Share Deposits Jun, July (Dividend)	$1.27
● Checking Account Beginning Balance July 1st	$1,533.81
● Checking Account Deposits month of Jun, Jul	$0.00
● Withdrawals through July 31st	$40.00
● Ending Balance in Account as of July 31st	$2,241.54

Around the Division

Adding Turnout LED'S to my Current Railroad

By Bill Horning

Always concerned about making each experience on my Rio Grande Midland Railroad as practical and easy for the operators as possible, after a recent session I sent out a request for suggestions on how things could be improved relative to operations on the railroad. Among other things more than one person mentioned difficulty being able to confirm the proper turnout position of three of the more remote turnouts in the Minturn wye area and at Orestod. These turnouts are on the opposite side of a peninsula and across an aisle from the Minturn Main Control Panel so it's nearly impossible to visually confirm their positions without taking a long walk around the peninsula. One person suggested placing LEDs on the Minturn Panel track diagram for those three turnouts so the currently active route could be more easily seen. This is an excellent suggestion so I'm adding those LEDs to the Minturn Main Panel. Here is how I accomplished adding the LED's and what lead to a wrong conclusion.

In addition to being able to control those hard-to-see turnouts from the Minturn Panel using Single Pole Double Throw (SPDT) momentary toggles, there is a second panel at Orestod to control those same three turnouts also using SPDT momentary toggles. The two toggles, one from each panel, are wired in parallel to power an Atlas #200 Snap Relay which then controls the position of a Tortoise Slow Motion Switch Motor by Circuitron operating the turnout. On the Minturn Main Panel after adding the LEDs the appearance of these turnouts will look like the arrangement in Figure 1 or Figure 2 depending on which route is selected. Since the momentary toggles always return to center after being thrown, the toggle itself doesn't show which route is selected as opposed to a regular SPDT toggle used elsewhere on the panel. So how do I get LEDs on this panel to show the active route?

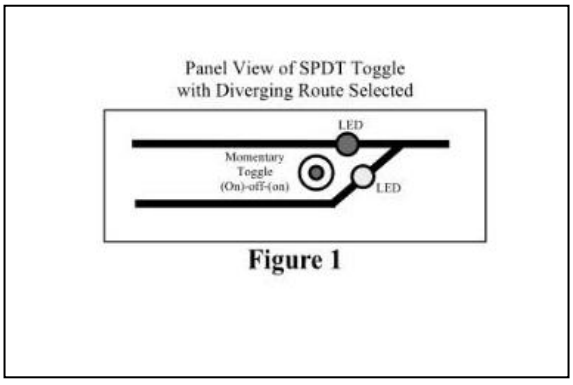


Figure 1

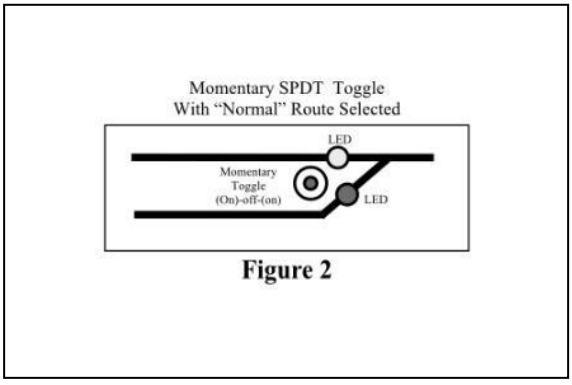


Figure 2

If using a normal SPDT toggle it would be quite simple to add those LEDs. Figure 3 shows how this can be done. It's a bit different from what Circuitron recommends for using LEDs with the Tortoise, but to me it seems more straight forward, uses less wire, and can be done right at the panel instead of at the Tortoise. Steering diodes are soldered to the outer two pins of the SPDT toggle which gets its power from the 12-volt AC bus on its center pin. This provides either a positive current or a negative current to the Tortoise Pin 1, controlling the Tortoise and therefore the turnout position. A single wire is soldered at the union of the two steering diodes of the toggle in the Main Panel, providing the same positive or negative value to a pair of LEDs that are wired together but set in opposite positions similar to the steering diodes. The other two leads of the LEDs are joined together with a wire that leads back to the 12 VAC bus ground. Depending on the current polarity present from the toggle steering diodes only one of the two LEDs will be lit just as only one of the two positions of the Tortoise/turnout will be active, normal or thrown. I could drill holes for the LEDs in the Main Panel track diagram for the turnout on the normal and thrown branches and plug in the appropriate LED and that's it. If the LEDs happen to light up on the wrong branches, then I can reverse their locations.

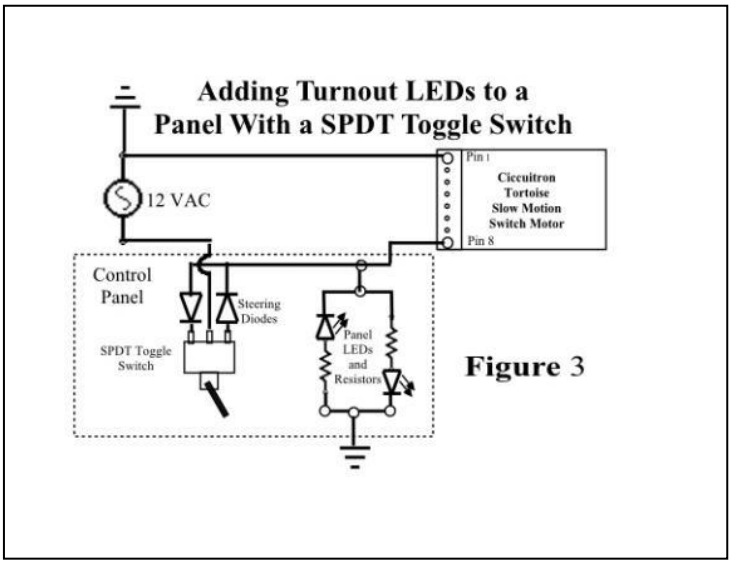


Figure 3

As mentioned, at Minturn and Orestod I use Momentary SPTD (on)-off-(on) toggles at two different locations to power the same Atlas #200 Relay. The relay, through steering diodes, controls the Tortoise and its turnout. Where do I tap into the existing circuits to provide positive and negative power for the LEDs that match the Tortoise power?

In Figure 3 the LEDs were powered by tapping into the segment between the toggle steering diodes and Tortoise. That's exactly where I should have to tap into the power in my momentary toggle application, not at the toggle's steering diodes, but between the relay steering diodes and the Tortoise! Figure 4 shows where this could be done.

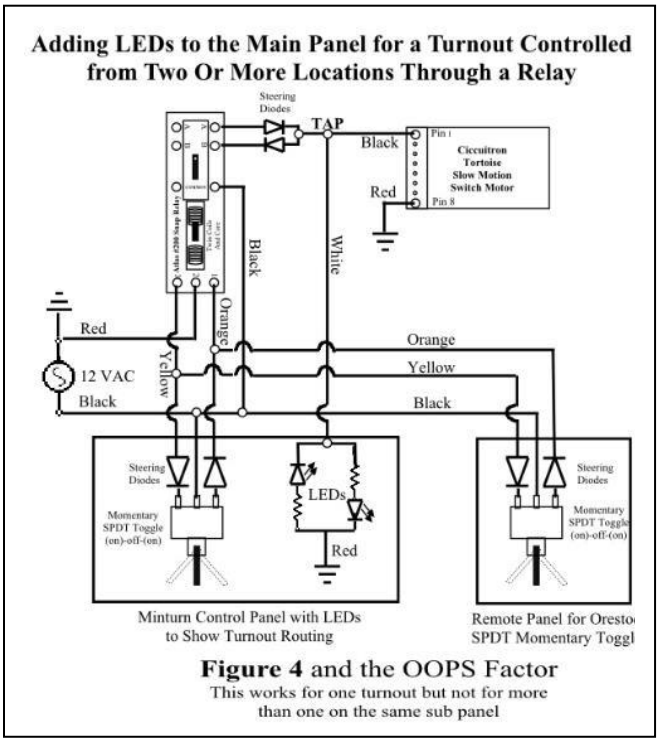


Figure 4 and the OOPS Factor

This works for one turnout but not for more than one on the same sub panel

Here is how it all works. There are two circuits: one for the toggles to control the Atlas relay and a second for the relay to control the Tortoise. The reason for this is that the Tortoise needs constant power to maintain its position while the Atlas Relay will burn out with constant power. The relay can only have momentary power which is why those toggles must be the momentary (on)-off-(on) variety. I use Black and Red Zip Wire as the power bus cable for all of my Tortoise switch motors. In the circuit for the relay a Black wire is led from the 12VAC power bus Black wire to each of the two (Minturn Panel and Orestod Panel) momentary SPDT toggles soldered to the center tap and covered with heat shrink tube. Two steering diodes in opposite polarity are soldered to the outer taps on each toggle and wired to the Atlas relay terminals 1 and 3 on the end of the relay. From the relay terminal 2 a Red wire is led back to the AC Power Bus Red wire (ground). This completes the circuit to power the Atlas Relay. The steering diodes provide either a positive or a negative momentary pulse to the relay to change its position. When the relay state is changed you will hear an audible SNAP as the position of the internal contacts are changed. The relay then determines the state of the Tortoise circuit through contacts on the side of the relay.

In the second circuit where the Atlas Relay controls the Tortoise, a Black wire is led from the 12 VAC power bus lack wire to the “Common” terminal on the side of the Atlas Relay. Steering diodes are attached in opposite polarities to the other two side terminals of the relay and the diode’s remaining two leads are twisted together with a Black wire that is led to the Tortoise pin 1 just as in the single SPST toggle of Figure 3. The condition of the Atlas Relay connects the “common” AC power to one or the other of the two steering diodes which then transfer either a DC half wave positive or a DC half wave negative pulse to the Tortoise. This moves the motor to one position or the other controlling the normal or diverging route of the turnout. To complete this circuit a Red wire is led from the Tortoise pin 8 back to the 12 VAC bus Red wire (ground). I set up a test circuit to operate LEDs for a single Tortoise controlled by a relay through a pair of momentary toggles and it worked perfectly.

I should be able to tap into the circuit at the place shown in Figure 4 labeled TAP. This is between the Atlas Relay’s side terminal output through the two steering diodes and the input to the Tortoise pin 1. On the actual layout I have built a small sub panel under the layout near Orestod that has the Atlas Relay and its circuitry. A wire is led from the sub panel relay steering diodes back to the Minturn Main Panel. Remember, there are three turnouts that need to be handled in this manner. All three of the Atlas Relays and their circuitry for these three turnouts are on the same sub panel, so I could connect a three-wire cable with one wire tapped near each of the pairs of steering diodes on the side of the relays and route this three-wire cable back to the Minturn Main Control Panel so each of the three Tortoise positions can be detected. And here is where I went wrong, the OOPS factor.

The test circuit I set up worked perfectly for controlling a single Tortoise from multiple points but on the sub panel things are a bit different. The turnout bus power feed to the side terminal “common” of each of the three relays come from the same source. Apparently, there is some sort of cross interference between these relays to the point that throwing one relay had an effect on the other two. I’m not an electrician and have very little formal training in the details of why this is happening but there is a work around. Fortunately, the Tortoise has two sets of contacts (pins 2, 3, and 4 or pins 7, 6, and 5) that may be used to power a turnout frog, LEDs on a panel, or layout signaling. It’s a bit more work but using these contact points isolates the Tortoise output

through pin 4 or 5 from the sub panel relays. I used one set of these contacts to take power from the turnout black power bus wire through two diodes of opposite polarity (steering diodes) and led to pins 2 and 3 on the Tortoise, see Figure 5. Pin 4 on the tortoise now has the positive or negative polarity depending on the position of the turnout. I made these connections from the bus to the Tortoise on each of the three turnouts and connected their pin 4 outputs to a three-wire cable leading from the sub panel back to the Minturn Main Panel.

At the Minturn panel I separate the three wires of the cable and route them each to a pair of LEDs with resistors that are inserted into the panel at the two paths for each turnout. Each of the three LED pairs are wired with opposite polarities so only one LED will light depending on the polarity determined by the Tortoise pin 4 value.

When turnout bus power is turned on, if the LEDs don't light the proper route, I just reverse the LED pair positions in the panel for that turnout. Problem solved.

There is often a question regarding what size resistor to pair with the LED. This depends on a few variables such as the power supply being used, the color of the LED, the size of the LED, how many LEDs are being powered and if they are in parallel or in series. The resistor selected must be of a large enough resistance in Ohms and power rating in Watts. The two formulas that calculate these are:

Ohms = Volts / Amps and Watts = Amps x Volts.

In my application I'm using a pair of yellow miniature 3mm LEDs. They are oriented with opposite polarities so I can treat them as single LED since only one will be lit at a time. Information about the voltage drop and current for LEDs is available where they are ordered or can be looked up online. My yellow LED is rated at a maximum of 2.0v (voltage drop) and a maximum current of 18mA (0.018Amps). Using my 12VAC power supply the calculation for Ohms = (12v-2.0v)/0.018 or **556 Ohms** and the calculation for power rating is Watts = 0.018 x (12v-2.0v) or **0.18 Watts**, so I need a resistor with at least 556 ohms and 1/4 (0.25) Watt. A 1/8 (0.125) Watt resistor would probably work but I need to have at least 556 ohms. I chose to use the 850ohm 1/4Watt resistor. The slightly higher resistance will decrease the intensity of the LED a little which may also prolong its life. All of the information about these calculations is available online, search for "LED Voltage Current".

Adding LEDs to the Minturn Main Panel' s more remote turnout controls has been an interesting project with some ups and downs and a constructive learning experience. I hope this helps operators in the Minturn yard and wye so they are able to determine positions of those remote turnouts without having to take a hike around the peninsula.

Around the Division

Are couplers painted?

By John Campbell

It always struck me as odd that a brand-new diesel-electric locomotive would emerge from EMD or GE with a beautiful, shiny paint job, and then you'd see couplers (and wheels) looking like a rusty mess? What gives? Did they forget to paint the couplers or just not care? Well, as with many things "railroad" there's a reason for this.

The American Association of Railroads (AAR) has a manual (Field Manual of the AAR Interchange Rules) which pretty much has a rule for everything related to locomotives, rolling stock, and right-of-way, as well as operations. This includes a rule about couplers. Rule 16, Section E, item 4 states "Coupler body must not be painted." Section 215 of the FRA rules, while not explicitly forbidding painting of the coupler, states that couplers need to be able to be inspected for cracks. This is the reason for this rule - cracks.

Proper functioning of couplers is critical to the safe operation of any railroad. Given the tonnage and speed involved, the incredible stress placed upon this hardware is understandable. Even normal operations place amazing forces on these pieces of forged and heat-treated steel. The couplers are constructed from some of the hardest and toughest steel produced. Even then, wear and tear can cause metal fatigue and eventual defects that turn into fractures and barely visible cracks. Furthermore, while train crews strive for gentle and professional handling of their locomotives and rolling stock, this does not always happen. Thus, broken couplers can result.

Painting of the coupler body can inhibit detection of cracks in the steel on routine inspections. Therefore, these items are not to be painted. The same applies to wheelsets. However, as with many things in the railroad industry, there appear to be exceptions. Note the locomotives below. The famous Seaboard Coast Line U36B 1776, the bicentennial unit, appears to have had blue couplers to match the blue elsewhere on the locomotive.

Santa Fe F-unit 306, along with many other SF units, has couplers (and trucks) painted silver.

So, even though there is a rule, exceptions occur, likely for aesthetic reasons. This is an interesting feature that we can incorporate into our locomotives and rolling stock. Couplers can be carefully painted and weathered on our models without compromising function. Hopefully, at least on our models, we won't run into any cracked couplers.

Happy model railroading!

Around the Division

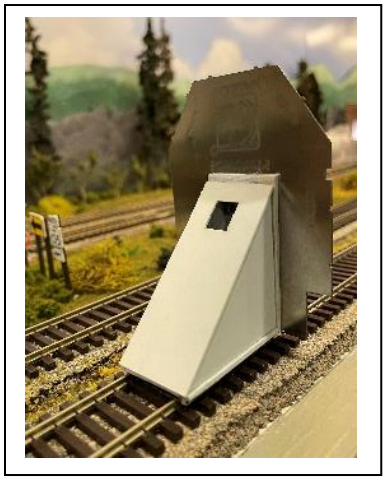
Special Train

By TJ Stratton

The Steam Railroading Institute recently ran a special train east from Owosso to Cadillac. This movement on the GLC (Great Lakes Central) is part of the preparation of the 1225 making autumn color trips from Mount Pleasant to Cadillac in October. The pictures show the train arriving in Cadillac. The train will be turned on the wye and then backed into Selma Yard. The old AA snowplow had been moved there. The snowplow will be delivered to the GLC in Owosso. The beautiful C&O caboose is the caboose that was recently donated to the SRI by my friend Mike Brigett.

Around the Division

Modifying a NMRA Gage
by Jens Hensel



The NMRA Standards Mark V HO Scale Gage has a slot labeled Coupler Height. No instructions are given with this Gage on how to use the slot. You cannot just hold the Gage up against your rolling stock since the trip pin from the coupler prevents you from lining up your rolling stock couplers to the gage.
The blogs online say to mount a coupler in the center slot of the gage and match all other rolling stock couplers to it. There is no mention on "how to" mount a coupler to the gage so here is what I did:

I built a little 1 ¾" x 1 ¾" x 1" wide bracket from scrap styrene. An access hole was cut into the top angle plate to get at the attachment screw/plastic nut.
Two 1/16" x 1/16"x ½" long strips of styrene were added to the bottom of the bracket that are used as guides, so it easily locates onto the outside of the track.
A 1/8" square piece of styrene is glued to the inside of the bracket which holds the Kadee Coupler in the mounting hole.
The assembly was screwed and glued (CA) to the NMRA sheet metal Gage.

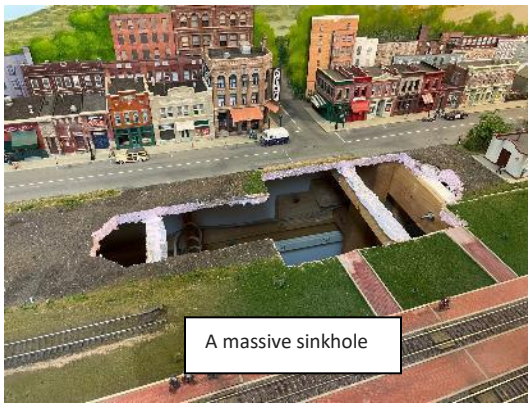
The correct height of a coupler should be .391" +/- .017 from the top of the track to the center of the coupler.

Yes, you can buy a separate coupler height gage from Micro-Mark or Kadee for about $10.00, but now I have a gage that does it all. (plus, it was fun to build it).

Around the Division

A New Raton Station

by Ernie Barry



A massive sinkhole

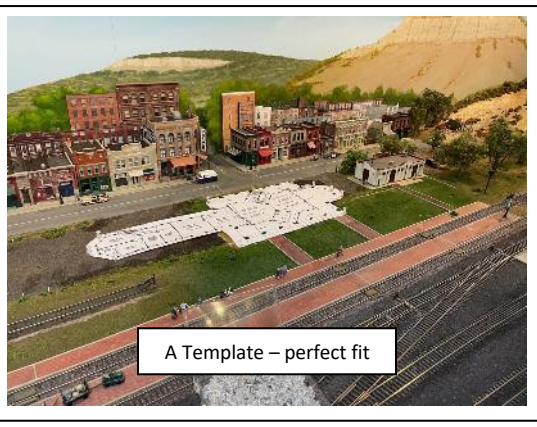
After 23 years of a “stand-in” model I was finally able to acquire the plans and build a model of the original 1909 Raton station that is still operational today. (See cover page photo).

Architecturally it reflects the Mission Revival style (with a taste of Moorish influence) popular on the Southwest portion of the Sante Fe mainline.

The model reflects its condition and changes in the 1950’s, losing Its tile roof and spires.

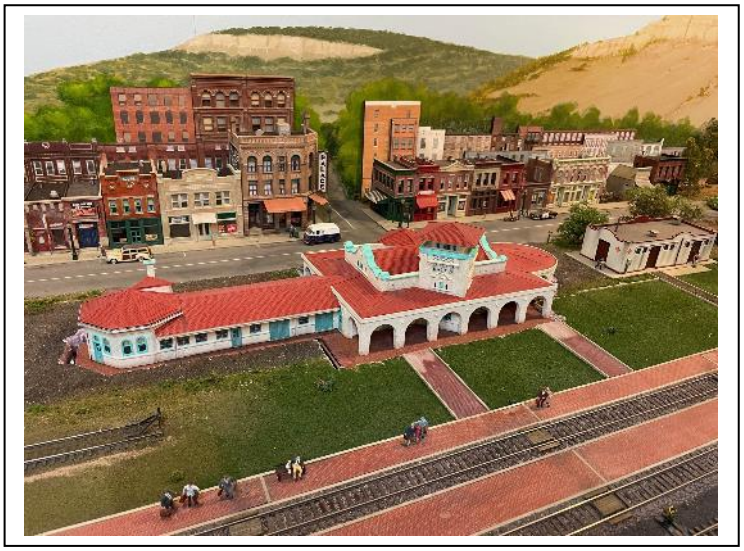
The station housed an open arched circular arcade on the north end, the main passenger depot and ticket office, and south extension that included baggage, express, train master, dispatch and telegraph offices.

The model was constructed with styrene and MDF.



A Template – perfect fit

The Eagle has landed!
One small step for mankind….
One giant leap for HO figures



Temporarily in place. Will have to be raised 1/2” and adequately supported from underneath…..but I see a path to completion. Much less of a project than anticipated.
Jens suggested cutting out entire base and that was the easiest route to take as there was multiple materials between foam base and old station…ie. foam board and Masonite.

Guest Pages

A Tip to Make Windows in Structures More Realistic
by Mark Albert - MCR Div. 7

It's a simple concept. Here it is in black and white—literally.

I've noticed that many model railroaders are missing an opportunity to give windows in HO scale structure kits a more realistic treatment. They don't paint the window frames and sashes in contrasting colors. Until the mid-1950s or so, most brick buildings with double-hung windows typically had white window frames and black sashes (the lower and upper parts of the window that could be raised or lowered independently).

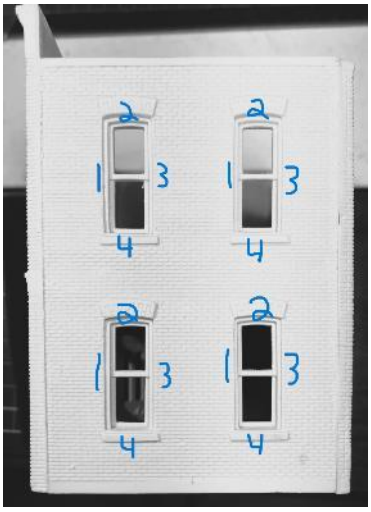
Many popular HO scale structure kits have one-piece walls with nicely rendered windows having frames around the window opening and clearly molded upper and lower sashes. Models of brick townhouses, storefronts and other structures by Design Preservation Models, Smalltown USA, Magnuson and Heljan/Concor do a rather good job of capturing this quite common type of window.

Painting the frames white and sashes black, or other contrasting colors such as cream and dark brown or light gray and dark gray, brings out the details of these windows and matches typical prototype practice and makes them more realistic.

I understand why many modelers overlook this aspect of realism or don't bother to attempt it. Painting these molded-in details is tedious and requires close control of a fine brush to get acceptable results. However, I think the results are worthwhile and I have made the effort on most of my models of urban structures from the kit manufacturers mentioned above.

Here are some tips to make the extra steps to achieve this realistic look a little easier. Before any assembly, I start by giving each wall a coat of a common brick color from a spray can. My favorite is Rustoleum flat red primer, but other flat paint colors can be used for a variety of brick colors—other shades of red, tan, brown or earth tones. There is no need to mask off the windows, just give the brick walls a solid, even coat of paint. If desired, you can use your favorite technique to bring out the mortar lines between the bricks.

Next, I use a good quality fine-tipped detailing brush such as a Windsor & Newton No. 00 or No. 0 to apply white acrylic craft paint to the window frames. (The inexpensive 2- ounce bottles from Michaels or Hobby Lobby are suitable.) I find the work goes quickly if I paint the same surface in all the windows one after another. For example, all the outer facing surfaces of the frames along the brick on the left side of each window. Then I turn the wall 90 degrees to the left and paint all the outer surfaces of the frames around the top side of each window. I turn the wall 90 degrees again and do the right side of each window, then turn it once again and do the bottom of the window. Note that I start on the left side because I am right-handed, and it is more comfortable for me to brush at the natural angle that results from this orientation. Each 90-degree rotation keeps the surface to be painted at my left. This diagram shows the sequence:



I paint the same surface of each window one after the other in the numbered order.

When using acrylic craft paint, it helps to keep the brush wet with paint and wipe it frequently between strokes on a damp rag. I often put a dollop of paint on a piece of scrap plastic along with a few drops of water so I can dip the brush into the water occasionally to maintain the right consistency for good paint flow.

As best as I can, I try to keep the white paint from going onto the adjacent painted brick surface. Inevitably, some of the paint does go on the brick, spoiling a perfect separation of the colors. However, I don't worry about this at this point. I'll explain how I address these inaccuracies later.

Next, I paint all the inner surfaces of the frames adjacent to the sashes, following the procedure of doing the same surface in all the windows consecutively as outlined above. This step is little easier because any white paint that gets on the sashes will be covered up in the next step, which is to paint the sashes black after the white paint on the frames is thoroughly dry. Here again, I do all the same surface of each window at one time. Naturally, I try to keep black paint from getting on the adjacent white window frames. Finally, I paint the insides of the slashes, which is not so tricky because there are no adjacent surfaces to worry about.

So how do you deal with the paint that accidentally gets onto adjacent surfaces where you don't want it? This is what I do: When the paint is thoroughly dry, I take a No. 11 Exacto hobby knife with a sharp edge and point, and gently scrape the paint that is not where it should be. Using light strokes, I can remove the unwanted paint to reveal the proper paint color below. This technique takes some practice to get the right touch, but once you get the hang of it, it is quick and easy to clean up the errant brush strokes and get a sharp, clean separation of the colors. Touchups with a very fine brush can patch up spots where I removed just a little too much paint.

By the way, I have found this technique of “scraping away my mistakes” can be handy anytime I am painting surfaces where two colors meet in tight corners.

Another tip: I pace myself when doing tedious work like this. For example, I do windows on just one wall at a sitting. This avoids boredom or impatience which can affect the steadiness of my hand and diminish the fun of a modeling project.

After getting the frames and sashes painted to my satisfaction, I attach clear styrene window “glass,” followed by paper window shades behind the glazing. I use a brown paper grocery bag or a used Manila folder as a source for the window shade material. For a really nice look, I glue strips of tissue paper to simulate curtains in living room or bedroom windows.

Here are a few of my models with double-hung windows painted with white frames and black sashes. Note the window shades and curtains.

Guest Pages

The New GLN Railroad by Dave Capron – NCR Div. 4

The 40' X 60' double deck 1,000' mainline we built in Suttons Bay was designed and constructed for operations and for 20 years we did operate it with great pleasure and challenges. What a fabulous time it was to host work, tours and operating sessions for everyone. Retiring, downsizing homes and layouts are a real challenge. It took a year, but Cathy and I finally decided on real estate acquisition; and I have a 12' X 15' room that is becoming the new GLN. Because it was a spare bedroom with carpet, a large window and a doorless closet, the only room prep needed was painting it a light sky blue and then trying to figure out a track plan. As my layout "up north" was operational for 15+ with a dispatcher, yard masters and a 10 station phone system, this 12' X 15' was going to have to be designed for a different purpose. A layout can easily be designed with operation, but this room size will only allow for 3 or 4 operators. Having saved my many craftsman kit structures and having many more to build, the decision was made to have a layout and track plan that would display and highlight them. After a lot of rough ideas were drawn up around the window, door and closet I came up with a three-level layout that would result in some operations and as I have dozens of the structures from the previous GLN, areas to display them. Designing a layout with so many of these already built structures, both the towns and ones that require spurs, is different from not having any or very few buildings. One big difference I wanted was going to be a large wharf area. I had started some structures that had piers and needed sidings and now could design a large sea front for them and the others that I had not yet built.

Construction started with the middle level that would traverse around the entire room at a level of 54 inches which made it an easy stoop under so there would be no need to design a lift out or swing bridge. This would be a double mainline with three #8 crossovers so trains can be run for operation and just let a couple run around while I work. The three double track bridges that were just east of the Flat Top Yard fit nicely in front of the large window. John Cole had moved from Petoskey to the Lansing area and called me wondering if I knew of anyone needing a helix. A long story cut short for this article is I reworked the double track helix to a single track so it would fit into the doorless closet and enable me to traverse from the middle level to the upper level. As I did not want to cover up any more of the window, the upper level would be a switchback dead ending on each side of the window. One side will be a coal mining operation and the other side would be a logging operation. Since there was no place to put the large 30" X 60" Deer Creek diorama containing 5 separate craftsman kits and 24 separate structures with standard, narrow and dual gauge track , after many months of looking it over it was decided to cut it in half lengthwise and use them on the upper level. Since the upper level is only 18" wide, half of the 30" diorama would fit nicely with room for some hills and trees. It is 66" high so my risers will need to be used for close up viewing and operations.

The lower level would contain two main areas. The main function would be the wharf scenes. At 30" deep there would be plenty of room for the water with a mainline track in the back and sidings for those wharf structures that needed servicing. At 35" off the floor it would be very visible as an aerial view of the rooftops' details and the overall waterfront. It is just below the window level so it will not be blocking any light. The other area would be for the 2' X 2' diorama containing two Fine Scale Miniature kits with 8 separate structures.

When this diorama was first designed it was with the intention of expanding it to 2’ X 4’ with an additional 2 FSM kits. I will not go into detail on the decision-making process but I have three FSM kits that will be added to this diorama. The resulting street and structure will be the focal point of the lower level just around the corner of the end of the wharf area. The diorama is 24” wide and the lower level is 30’” wide so there is plenty of room for a mainline track to continue on from the seafront behind this town. As you enter the room your view will be looking down the street of these FSM structures. This lower level will traverse three walls as the fourth is my downsized workbench. Again, going from the workshop at the bottom of the stairs I had to a 30” X 8’ area has been an additional challenge as I like to work on two kits at the same time.

Currently the mid-level is all wired and running with track up to the helix and on to the upper level. The track plan for the upper level is roughly planned but not finalized due to structure and scene designs still being considered. The track plan for the lower level is also still in the planning stage as the plywood bench work will have to be cut out for the water level which will be considerable for all the waterfront wharf structures planned. As all turnouts will be within hand reach there will be no need for Tortoise’s and Caboose Throws will be used. I do plan on using my lighted signals but for looks only. There will be string LED lighting under the upper and mid-levels. A small fascia will hide the lighting and electrical wiring.

There are two large award-winning major dioramas that I still need to plan into the layout. There was plenty of real estate in SB to work with but that is not the case now. That is the design challenge that downsizing requires. All in all, my new GLN is coming along very nicely now that I have made the basic design decisions and worked the layout to this point. I really miss the work sessions with LFTG and the Division 2 members. Building a layout of this size by myself has been a real challenge but we are not headed south this winter and I for see making major progress on the layout, scenery and craftsman kits. If you are ever down this way, I would love to show you the new GLN.

Pic 1 Entering the room with the middle level stoop under and the upper level visible from the hall. The lower-level ends at the door to the right and the work bench to the left.

Pic 2 The upper level will have some rustic industries (two Sierra West craftsman kits) servicing the logging area. The middle level has a 4-track yard and engine facility and a few industry flats on the wall serviced by a siding. The lower level is where the 2 FSM kits diorama is, and the 3 new ones will be added.

Pic 3 Continuing on to the right-hand corner on the upper level will be the logging complex and the end of the line of the switch back. The mid-level has a couple industries at the end of the yard for operations. The lower level will start the waterfront scene and wharf structures.

Pic 4 The window will let considerable light in and the three double track bridges will permit the continuous running of two to four trains. The upper-level switch back from the helix will stop at either side of the window. The lower level will be all water and wharf pier structures with a mainline running behind. The Downtown Deco structures are in the window. I have 7 more of these fine buildings and two long backdrops to work in somewhere. Sure could use a bit more layout.

Pic 5 Continuing around to the right-hand corner on the upper level will be the coal mines. Actually, I have two coal mine kits that will need to be configured. One is almost completed. The track will stop at the window and be one end of the switchback. The mid-level starts a complex set of turnouts that will permit both mainlines to access an industrial area along the wall. The graded track in the rear is headed up to the helix.

Pic 6 The upper level has the town area of the Deer Creek diorama including a station. The mid-level has many structures that will need switching and can be accessed from both continuous run mainlines. The lower level will have the end of the wharf area and another town planned with the structures from the old Flat Top town.

AP News in the Division

Working towards an AP Certificate for Civil Work

By David Zolnierek

Some pictures of work along the grade of the SRR.

Build of Stub Turnouts

Silverton Yard

Axe Cut and Hewn Ties

Wye and Curved Stub Turnouts at Silverton

Wooden Box Culvert

Stub Wye Turnout at Red Mountain

Mystery Spot

Who can identify the location of this Railroad Museum?

Summer's Newsletter's answer was:

Mike Burgess' BNSF High Plains N Scale Layout In Traverse City MI

AP Corner

Fall 2024

Pete Magoun, MMR©

As I write this in late August, the temperature is 82, the humidity is just high enough to begin to make things uncomfortable, and the celestial promises are out there, as the neighbor's maple tree has gone from lush summer green to what we in the hobby know as "spring green," which is lighter and more yellow, and the leaves at the top, on the branches that still have leaves, are turning orange. There are additional signs of seasonal change on my side of the line, and there's a tree down the road that has gone completely brilliant orange… top to bottom. It's coming…. Promises, promises….

That seems to be the way of the Division's AP activity as well, although we have several potential opportunities looming in the future. 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!

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 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 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!
08/24/24

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

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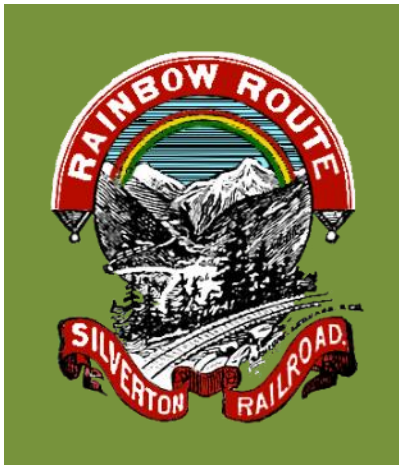
djzolnierek@gmail.com



For Coming Soon Selected Model Railroad Events:

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

Division 2 Leadership

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• *Asst. Superintendent*	*Jens Hensel*	jens.hensel50@gmail.com
• *Chief Clerk*	*Kieth Aleo*	keith.aleo@interlochen.org
• *Paymaster*	*David Zolnierek*	djzolnierek@gmail.com
• *Yardmaster - North*	*Open Position*	*Any Volunteers??*
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Oh wait, there's more: