National Model Railroad Association North Central Region

Division 2 Newsletter

Volume 10 No 4 Winter 2024

Back by popular demand!

Hi Opa,

We think you should consider going back to this old computer.

No cloud or missing file issues, virus or malware infections, internet connectivity issues, or hardware failures.

You can also make copies using that special blue paper.

Life may be simpler with this computer??

Your Assistant Newsletter Editors.

TIP OF THE MITT
NCR DIVISION 2

STATION No.VI
2025 NMRA
Novi, MI
CELEBRATING 90 YEARS

July 14-19, 2025
Registration is open

Division Meeting

3rd Saturday (or as noted) of each Month
(Please note that the December meeting is on 7th to accommodate our speaker who will join us live).

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

I see white outside which means it's time to publish the winter 2024 Newsletter. Have you gone back downstairs into your basements to work on your Model Railroads? Stay tuned for some great clinics planned for this winter starting with a discussion with Rich Mahaney about tank cars on Dec 7, 2024, and weathering rolling stock with Pan Pastels with Ernie Barry and Al Johnson on Jan. 18, 2025. (Start saving the used toilet paper and paper towel cardboard holders for the weathering clinic).

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. The deadline for submittals will be at the end of the month prior to each quarter.

Crew Call:

- 12-7-2024
Division Meeting – Live & Zoom 10:00 – 1:30
- 1-18-2025
Division Meeting – Live & Zoom 10:00 -1:30
- 2-15-2025
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...

Hope you had a great Thanksgiving. Our turkey and side dishes are now gone and I'm the one that feels stuffed! Hope you were able to see family and friends over the holiday.

Our November clinic, "Selling Your Trains," was well received by all. Presented by representatives from Trainz.com, it gave us a lot of information on options available to us. We were able to record this session (see link below). We also have plans to make it available on our website.

Share Link

https://us06web.zoom.us/rec/share/t79CCo7WCqv6NaRWq2k6IkLYhMsNPIYJewX4Nl1FEBaJgXpebbAy02pTmFjhEuae.wjkbHTPFDQbIRWdC

Passcode: 45z%xa3G

Thank you,

-The Zoom Team

Our December meeting is a bit earlier as we will be meeting on December 7th. I believe we all know the significance of that date. NCR President, Rich Mahaney will be joining us in person to present his clinic on tank cars. Tank Cars 101 will provide information on tank cars on the rails today in addition to older style cars. Car features, models, loading and unloading facilities, and industries that use them will be discussed.

In January we will be back on the third Saturday of the month for our meetings. Meeting on January 18th, we will have a workshop on freight car weathering with Pan Pastels. More info provided closer to that date.

Remember,

Christmas is coming soon! Do you have a list for Santa?

Mike

Division News

Division Meeting held on September 21, 2024

Pete Magoun (NCR Div. 2 AP Chair) was our clinician for this day's event attended by 20 individuals.

Pete presented information on the Great Lakes HOn30 Module Group. The Group is made up of like-minded Maine narrow-gauge modelers centered in the Ohio/Michigan area. The layout is set up a few times a year at various events, the last being at the National Narrow-Gauge Convention in Pittsburgh PA this past Fall.

Buildings pictured were researched and modeled after an actual scene from North Whitefield Maine.
Nice Work!

David Zolnierek, who attended the show with Pete, gave us a detailed report on the convention itself. Congrats again to David for winning 2nd and 3rd place awards for his scratch-built passenger cars.

Byrne Blumenstein gave us a presentation on the upcoming NMRA 2025 National Convention to be held in Novi, Michigan on July 14-19, 2025. (See details and sign up information on page 24)

Division News

Division Meeting held on October 19, 2024

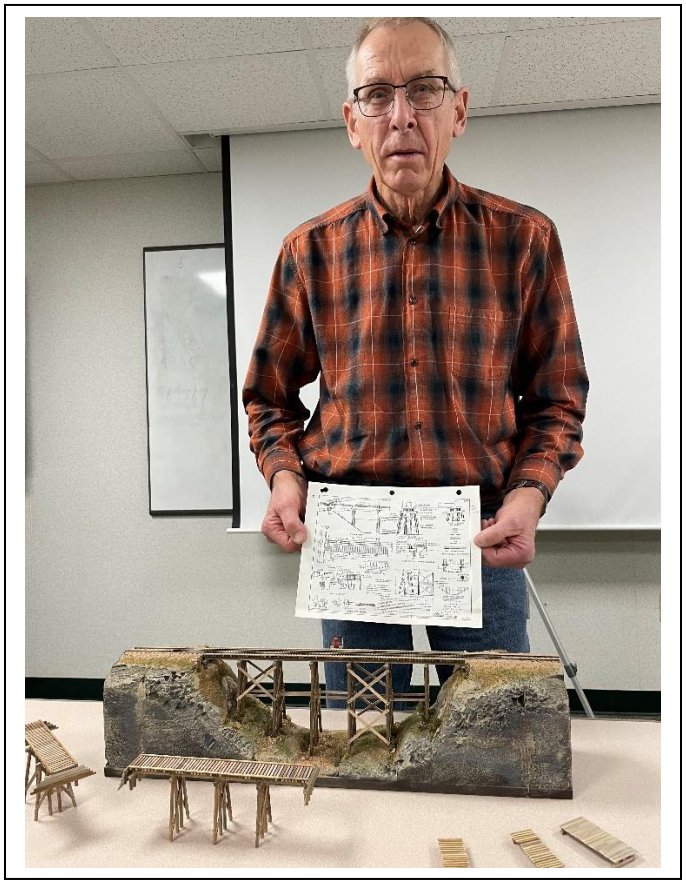
Mike Burgess was our clinician for this day's event attended by 16 individuals.

Mike presented information on how he filmed Ernie Barry's Model Railroad. Look it up on "You Tube". It is titled "Ernie's Grand Premiere of the East Raton and Sante Fe Railroad". A fantastic HO layout. A 52-minute video.

Pete M. and David Z. both attended the North Central Express Regional Convention on Oct 10-13 in Northville MI and gave us a presentation on the show.

Show and Tell for the Day:

Bill Horning presented his scratch-built Alamos Oil House.



David Zolnierek presented his Denver & Rio Grande open deck pile trestle built from original plans.

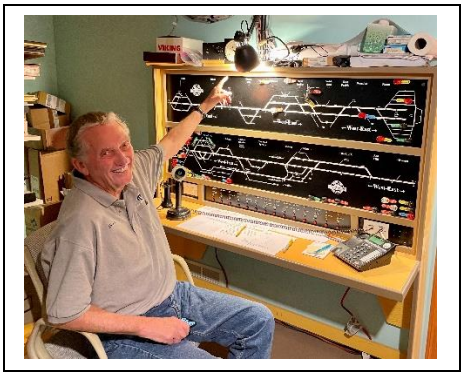
Division News

Ops Day held on Oct 26, 2024

A special Operation Day was held at 4 Model Railroads:
East Raton & Santa Fe - Ernie Barry (Northport).
New York Central - Al Johnson (Interlochen).
Rio Grande Midland - Bill Horning (Suttons Bay).
Ann Arbor - John Campbell (Old Mission Peninsula)

A fun day was had by all.

Included are some pictures from our day. (For additional pictures, please see our website – to be posted soon).

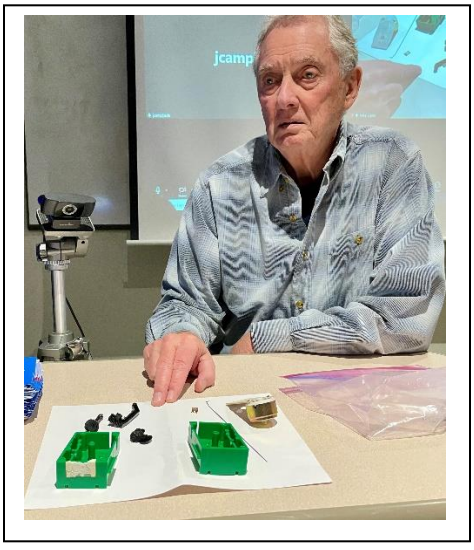


Division News

Division Meeting held on Nov 16, 2024

Carlie Maddox and Cooper Mann from TrainZ.com were our clinicians for this day's event attended by 32 individuals.
We always wonder what will become of our collection when we are gone. Do we leave the burden of liquidating our collection to others later? Can we take some action now to help with a future transition? Maybe it is time to do some Estate Planning?
Carlie and Cooper explained various ways that your collection can be sold in the future.
From "do it yourself" through e-Bay or hiring a company like TrainZ.com to handle the estate.
This was a very informative presentation that gave us some steps that can be taken now to ease the future transition. This Zoom presentation was recorded (see link above in Super Sez) if you would like to watch it again.
An email was also sent out to all after the meeting on Nov 16 with contact information for the TrainZ.com presenters. It also included a template to be used to compile an inventory list.

Show and Tell for the Day:



How to repair a Tortoise by Ernie Barry

Modifying a B&O Passenger Car by Mark Albert

Adding an LED Goose Neck Porch Light by David Zolnierek

Division News

Website

Our website is live – DIV2.NCRNMRA.org

A note from Sydney,

Thank you to all who have sent me pictures of your layouts. I will upload these shortly.

For those of you who haven't, I would love for you, (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 next meeting; or you can take pictures (jpeg please), send them to me, and I can upload them to the website page.

Clinic - Yardmaster News

A note from John,

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

Chief Clerk's Report

Membership Information from Keith Aleo

We currently have 45 Active Members

Members on the way to the next Division Meeting

Special Note:
Elections are coming in May. We will have several openings to fill. I have been informed by Mike Cipko and John Campbell that they are not seeking reelection for their 2nd terms. This leaves two spots to be filled; TC Yardmaster and Superintendent. The North Yardmaster position has also been open for the past several years. I have considered running for Superintendent, but that still leaves 3 open positions. Please send me a note or give me a call if you are interested in running for any of the open positions.
Thank You,
Jens Hensel
Assistant Superintendent and Newsletter Editor

Paymaster's Report
North Central Region NMRA Division 2

Financial Information

From David J. Zolnierek

Ending 31 October 2024

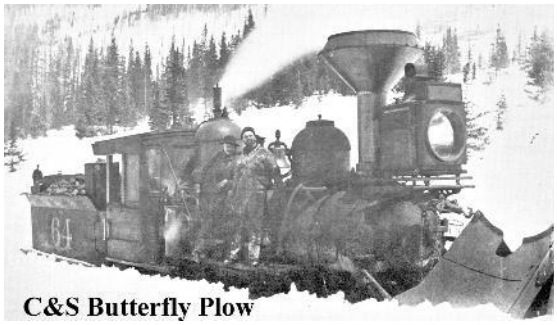
• Regular Share Balance, Beginning Oct 1st	$709.50
• Regular Share Deposits Oct. (e-bonus, dividend)	$0.50
• Checking Account Beginning Balance Oct 1st	$1,533.81
• Checking Account Deposits Sept, Oct	$0.00
• Withdrawals None	$0.00
• Ending Balance in Account as of October 30th	**$2,243.31**

Around the Division

Battling Snow in the Colorado High Country

by Bill Horning

Most of us living in Northern Michigan are accustomed to dealing with snow and clearing our driveways and front walks. We use shovels and perhaps a snow blower or hire someone else with a plow truck. Usually, the most snow we get during a single event is up to about ten inches, suppose instead of those ten inches we received there were ten feet of the fluffy white stuff or that had winds that drifted and packed snow twenty feet deep or more. That's the situation that railroads faced some years in the Colorado Rockies in the last couple of decades of the 19th Century. During winter near some high passes, total snow depths may exceed fifty feet. How did they deal with such a massive snow load clearing the rails and keeping traffic moving?



C&S Butterfly Plow

Rails did not penetrate the higher elevations of the Colorado Rockies, over 10,000 feet until the late 1870's. In the winter months, with labor cheap, an army of men were put to work shovels in hands to clear the tracks. More efficiently a butterfly plow, one that could be raised to back out of a drift, was attached to the front of a locomotive to move the snow. This was effective up to a point. Once snow became too deep for the locomotive's butterfly plow a larger wedge plow could be mounted on the locomotive or on a gondola or weighted flat car. These plow cars had to be pushed by two or more locomotives to power through deep snow and drifts, sometimes stalling and having to back up for a running start at the drift again. To alleviate these problems extensive snow sheds were sometimes built over the tracks at snowdrift prone areas to keep the rails clear, especially near the high mountain passes. The Denver and Salt Lake Railroad enclosed a small community at Corona complete with accommodations, an eating house, an engine facility and a covered turntable. Extensive snow fencing was also installed to trap snow in drifts near the fences before it could accumulate on the rails.

CB&Q Wedge Snow Plow at CRM

Plows alone did a decent job of clearing snow off the tops of the rails but what about the area between the rails? If that was not cleared ice could build up and cause locomotives or cars to derail by lifting them off the rails. Ice could be cleared by a work crew with shovels and ice spuds, but a more efficient method was to use a flanger. The flanger is a rail car with a plow blade that could be lowered between the rails to scoop snow just above the ties and throw it outside the rails. The Denver and Rio Grande built two flangers in 1885 and eight more soon after. One difficulty with using the flanger to clear snow from between the rails is when a switch or bridge with guard rails was encountered. The blade had to be lifted until this area was passed before it could be lowered again for clearing more snow. Men still had to clear these areas by hand in some rather bitterly cold and windy weather.

Another tool at the railroad's disposal was the Jordan Spreader. Patented by Oswald Jordan and Robert Potts in 1890, Jordan spreaders were a plow with wings on each side that could push snow, dirt, and small rock further away from the roadbed. These wings were opened, raised and lowered by hand crank and gearing. The Jordan spreader had a year-round mission in this era primarily as a ballast spreader and shaper.

If the snow became too deep along the sides of the rail's plows couldn't keep the route clear, so sometimes the line was closed with trains stranded for potentially days at a time far away from help. In January 1899 a stock train on the Colorado Midland Railroad got stalled in a raging month-long snow event by a collapsed snow shed just east of the continental divide after passing through Hagerman Tunnel (11,526 ft in elevation), and a passenger train got snowbound just below at Busk. The passenger train was freed in seven days, but the stock train was not rescued for nine weeks, none of the stock survived but the crew were able to walk out to safety.

In the 1850's a Canadian dentist J. W. Eliot conceived a primitive steam powered rotary snowplow that basically was a large rotating scooping blade able to throw snow to one side of the tracks. Another Canadian, Orange Jull, in 1883 improved on this design and added a second wheel with blades that rotated in the opposite direction of a scooping wheel to break up packed snow, feeding it to the scoops and fanning it out of the machine. Jull contracted with the Leslie brothers to build a full-size steam

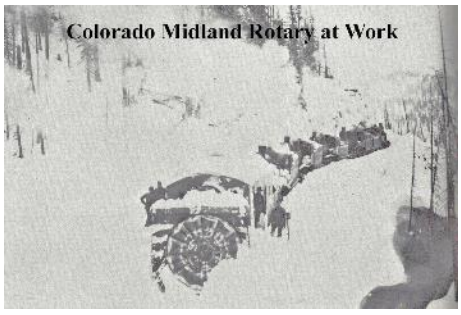
powered working model of the plow which was successful. Jull sold his design rights to the Leslie brothers who simplified the mechanism by combining the two rotating wheels into the same drive train with the outer wheel having adjustable position cutters to transfer the loosened snow to the fan. It was also modified to throw snow to either side of the tracks. Jull went on to develop a Snow Excavator as a competitor to the Leslie Rotary Snowplow. This new Jull Centrifugal Snow Excavator, instead of having rotating wheels, had a large rotating conical shaped auger mounted at a diagonal. The auger rotated 500 revolutions per minute, throwing snow out of the chute and was a success. Both plows were not self-propelled so required steam locomotives to move them slowly forward or back, sometimes up to six locomotives were used as pushers with the last one oriented in reverse to clear track when backing out of a drift. Union Pacific, Santa Fe, CB&Q (C&S), and a few other railroads bought the Jull plow but Leslie Rotary, being first on the scene, had a much greater market share. By 1888 there were about fifty Leslie Rotary Snowplows in operation primarily in the west where the need was greatest. There were eleven of the Jull Snow Excavators built, the first two going to Union Pacific.

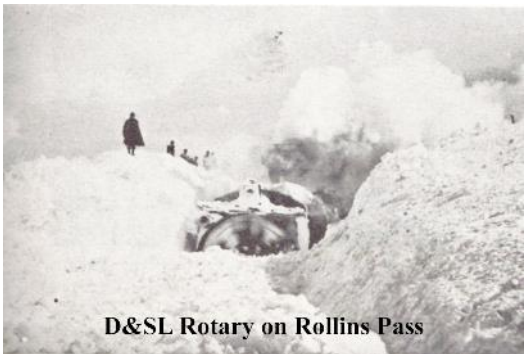

Rotary OM in Chama, NM


Jull Centrifugal Snow Excavator

Snow on the narrow-gauge Denver South Park and Pacific Railroad's Alpine Tunnel section was always severe. The Alpine Tunnel is 1,772 feet long at 11,523 feet in elevation and was the highest railroad tunnel in the world when constructed. The winter of 1889-90 had closed the tunnel route so Union Pacific, owner of the Denver Leadville and Gunnison (formerly DSP&P), decided to test the abilities of the Leslie Rotary and the Jull Excavator in a competition to open the route. The Jull plow being used was only the second of this type produced so Jull needed to prove its mettle in snow removal. The competition in April 1890, had each plow taking turns into the snow pack and when one bogged down it was backed out the other would take over. The Jull Excavator proved to be a bit too heavy for the narrow-gauge rails and relatively tight curves and had a tendency to derail. The plow worked well on standard rail and more gentle curves. The Leslie Rotary won the competition in the end. That rotary plow was eventually assigned to the Boreas Pass route on the South Park line and served until 1951,


Santa Fe Jull Excavator in Leadville 1898


Colorado Midland Rotary at Work



D&SL Rotary on Rollins Pass

while the Jull plow continued to be used by the Colorado and Southern, another subsidiary of the UP until 1929. Several photos of the competition with the rotary in operation were taken; but it seems that there are none of the Jull Plow actually throwing snow.

What happens when snow is deeper than the Leslie or Jull plow can handle? The snow shovel crew was put to work shoveling from the top of a drift or avalanche throwing it down into the path of the plow, which could then throw it out of the snowy canyon. Avalanche paths with densely packed snow were a problem as rocks or trees in the avalanche zone could break the cutting blades on the Leslie plow. The Jull plow had fewer problems with this but just the same men had to do a thorough inspection of a drift or avalanche path and dig out any hazards found by hand before the plow was put to work. Sometimes dynamite was used to break up densely packed snow prior to plowing.

Clearing an Avalanche on the C&S near Frisco

Railroads in the 1880's to 1890's had an arsenal of weapons to fight snow in the high country. Most winters snow could be handled by wedge plows, spreaders, flangers, and shovel brigade. The rotary plows assigned to the high country were kept steamed up at the ready throughout the winter as forecasting was poor and storms could arise unannounced most any time in the mountains. For an interesting video on track maintenance and snow clearing check out this 60-minute video. There are first person interviews and a lot of rotary action from about 25:00 through 45:00 minute marks:
https://archive.org/details/RotarySnowplowThroughTheRockieshttps://archive.org/details/RotarySnowplowThroughTheRockies

Around the Division

Preparing for the NMRA Chief Dispatcher AP certificate: How I'm tackling this project.

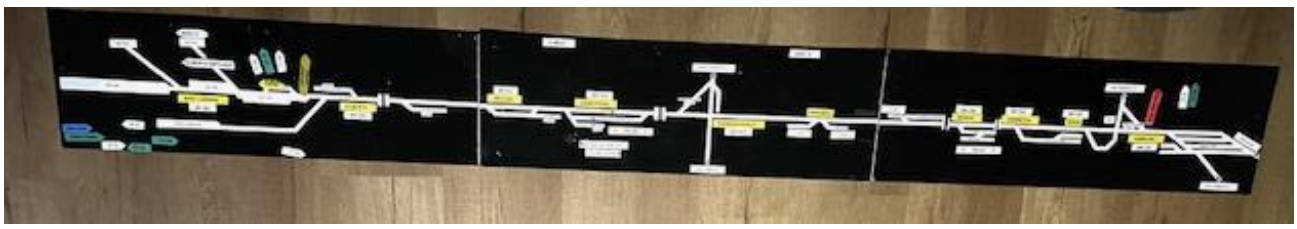
By John Campbell

As I progress through the NMRA Achievement Program, I find myself preparing for the Chief Dispatcher category. A quick review of the Statement of Qualifications (SOQ) for this certificate is in order. First, you must participate in the operation of one or more model railroads for a minimum of fifty hours. A minimum of ten hours must be served in each of the three of the five primary categories (Engineer, Yardmaster, Hostler, Towerman, Dispatcher) and one of these must be Dispatcher. These need to be documented as you proceed on the Operative Logbook (page 4 of the SOQ) with the railroad name, job, date, hours, and NMRA member witness. It is best to record these op sessions as you go with signatures, rather than playing catch up many months later. I recently found out from Pete Magoun MMR that hosting an ops session as a superintendent can qualify under the Towerman category as Roadmaster (section D.3, page 2 of SOQ).

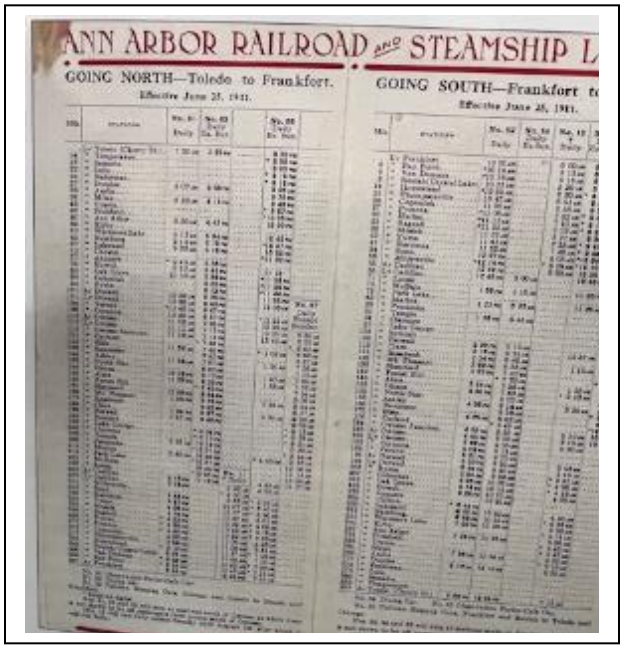
The remaining section requires the applicant to prepare a schematic of a model railroad operated. It further specifies a timetable appropriate to this model railroad, simulating prototype time and covering a period of eight hours or more with at least three scheduled mainline trains in each direction. Also, it requires a graph or train chart which interprets the above schedule and includes at least one train meet. Refer to page 1 in the SOQ for a complete description of the requirements.

The first part didn't sound too difficult. I simply brought my Operating Logbook with me to each of our op sessions and recorded hours for a couple years or so. I did find it helpful to request a few turns as Dispatcher or Yardmaster at some of these layouts to gather enough hours in the different categories.

The second part was a little trickier. I was easily able to draw a schematic of my own Ann Arbor Railroad on paper with simulated distances. In fact, for those who have seen my layout, the dispatcher's desk has a large metal schematic panel with labeled magnets to represent train movements.

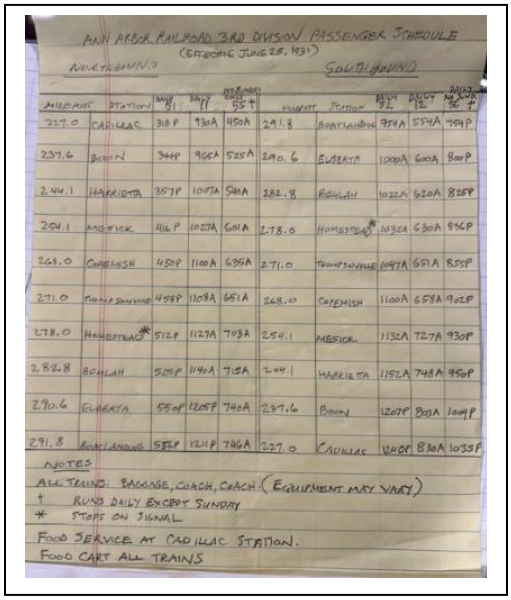


I was able to obtain some genuine data from the real Ann Arbor Railroad's passenger service as it existed in 1911 from page 31 of Robert Warrick's The Ann Arbor Railroad in Color. History and Operations 1869 to 1976. (Morning Sun Books Inc. Scotch Plains, NJ. 2008).


ANN ARBOR RAILROAD AND STEAMSHIP L

GOING NORTH—Toledo to Frankfort.

GOING SOUTH—Frankfort t


ANN ARBOR RAILROAD 3RD DIVISION PASSENGER SCHEDULE

(EFFECTIVE JUNE 25, 1911)

NOTES

ALL TRAINS: BAGGAGE, COACH, COACH. (EQUIPMENT MAY VARY)

† RUNS DAILY EXCEPT SUNDAY

* STOPS ON SIGNAL

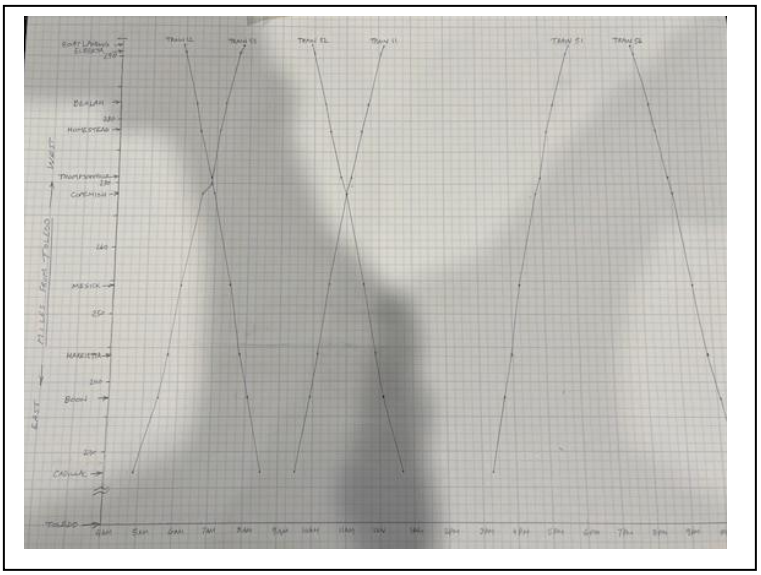
FOOD SERVICE AT CADILLAC STATION.

FOOD CART ALL TRAINS

I extrapolated data from this schedule for the 3rd Division (Cadillac to Elberta/Frankfort) of the Ann Arbor Railroad, which is what I model, and recorded this on a handwritten timetable.

Finally, using 16 x 22" graph paper, I graphed in pencil the movement of a total of six passenger trains, three westbound (Cadillac to Elberta/Frankfort) and three eastbound (Elberta/Frankfort to Cadillac). Of course, on the prototype railroad, eastbound trains would have terminated in Toledo, Ohio, with several stops along the way. Westbound trains would have originated in Toledo, Ohio, and terminated in Elberta/Frankfort. [clarification: Elberta was the car ferry terminus of the railroad on the south side of Lake Betsie, while Frankfort was a larger community directly across the harbor on the north side of Lake Betsie. Passenger trains would typically originate or terminate in Frankfort, but not always. Also, a small ferry boat was able to carry passengers and crew across Lake Betsie to the car ferry docks. I graphed time as the x-axis, and distance as the y-axis. I learned some interesting things from the graph. Passenger train meets occurred in either Thompsonville or Copemish, at least according to the 1911 timetable. At that time, there were interchanges with the Pere Marquette Railway in Thompsonville, and with the Manistee and Northeastern in Copemish. On the graph, meets are represented by crossing lines. Also, the higher the slope of the graph, the faster the train was travelling. Dwell time at stations could be represented by a flat line for that train, but my station stops were very brief, lasting mere seconds. Spacing of trains throughout the day is also represented. One could imagine the busy freight and MOW ops happening between these passenger runs on this railroad where freight was the priority.

These graphs are also called string diagrams. I have seen similar plots from Mike Cipko produced with computer software with different colors representing different trains. They are quite striking to see.



I intend to alter the timetables somewhat to reflect ops as they would occur on my model railroad. I have a short passing track in Beulah, and a longer passing track in Homestead. These could easily be "meet" locations on my railroad. While not perfectly prototypical, I also have an interchange track at Thompsonville which could be used for passenger trains, but this would involve one of the trains backing into or out of a siding. I think adding a fast clock, calculating actual distances and times on the model railroad, and operating passenger trains on a strict timetable might end up being a fun and rewarding way of running trains on my layout.

There are some other requirements and signatures needed for the AP Chief Dispatcher certificate, and I would encourage those involved in the AP program to look over the SOQ carefully. Even if you're not doing AP, you might have fun coming up with some timetables for freight or passenger ops on your layout or someone else's with simulated distances, and then constructing some string diagrams. This was definitely a fun way to depict railroad operations.

Happy model railroading!

Around the Division

Pictures

By TJ Stratton

Here are several photos from the Cadillac MI area. Color Tour - October 26-27, 2024. NW-2 pic from mid Sep

This NW-2 arriving on the west bound freight on the GLC near Cadillac, MI in mid Sep this past fall.

Around the Division

Ready for Christmas
Pictures by Walt Wyatt

Building Your Own Loads
by Al Johnson

My layout is HO, code 83. Freelance, 1950's Midwest. I first saw this HO scale Helicopter on Amazon two years ago and had to get one not knowing how I would fit it into the layout. I enjoy making my own freight carloads; so that is what I did with it. Not wanting to just pull it around the layout I came up with a small Army reserve post as a location to deliver it. As you can see in the photo It still needs more landscaping and accessories, but it is a good fit and will add to our train Ops.

All you need is an empty-freight car that fits your timeline, an interesting load and a place to deliver it. Lumber, piping, farming equipment, road construction equipment, Navy landing boat or large wire coils. Maybe build something from scratch, make it a one-of-a-kind load. The only limit would be that it looks like the real thing. Just make sure the railroad car would be able to carry the load in the real world.

The Bell Iroquois (Huey) Helicopter was first flown on October 20, 1956. The Huey became the UH-1 in 1962 and several variants followed. A total of 16,000 were produced. The Huey was developed to meet the US Army's requirement for a medical evacuation and utility helicopter, they are also the first turbine-powered helicopter in service with the United States military.

The Iroquois was first used in combat operations during the Vietnam War, first examples being deployed in March 1962. It was used for various purposes, including conducting general support, air assault, cargo transport, search and rescue, electronic warfare, and ground attack missions.

This model comes readymade, from "Daron" worldwide trading inc. Fairfield New Jersey. Some are in 1/87 scale; they can also be found on Amazon. They are called "postage stamp models" selling for around $40.00. They also offer other WWII era aircraft as well as some modern-day aircraft in HO scale.

Around the Division

Building the 18000 series FEC Tank Cars pre-1935

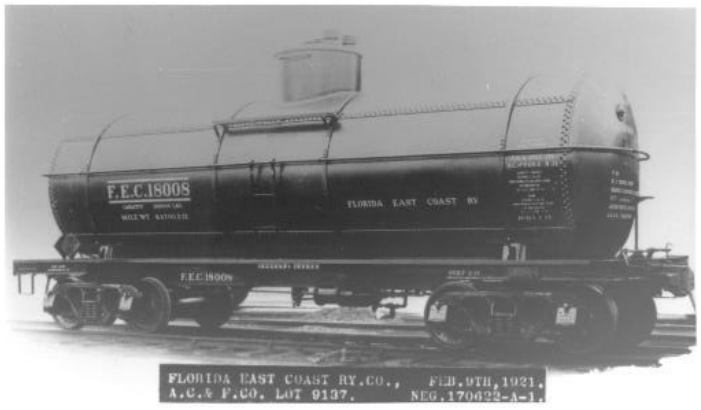
by Keith Aleo

A Brief History of the Florida East Coast Railway's Key West Extension:
I have long been fascinated by the Florida East Coast Railway's Key West Extension. Often referred to as "Flagler's Folly" and the "Eighth Wonder of the World," the Key West Extension brought the railway 128 miles from the peninsula of Florida, through the Florida Keys, to the city of Key West in 1912.

Henry Flagler was the founder of the Florida East Coast Railway and opened much of Florida to trade and tourism as he moved south with his railroad from St. Augustine. After he reached Homestead (south of Miami) in 1904, he decided to continue the railroad to Key West across more than 40 islands known as the Florida Keys. The construction of the Key West Extension began in 1905, and despite three hurricanes and enormous, unexpected costs, Henry Flagler's railroad reached Key West on January 22, 1912. The project was one of passion, persistence and dedication by thousands determined to reach the goal of Key West. Though destroyed in 1935 by the fierce Labor Day Hurricane, parts of the railroad can still be seen today.

First Train to Key West with Henry M. Flagler and Mayor J. Fogarty
Jan. 22, 1912

The Florida Keys were considered remote before the arrival of the railroad and did not have the same modern luxuries that mainland people did at that time. Fresh drinking water was a key challenge for the residents of the Florida Keys. Unsuccessful attempts at finding large quantities of fresh water made it necessary to collect rainwater. Cisterns were developed with storage tank systems. Also, fresh water was brought in by boat and barge to the residents. When the railroad arrived, things changed and became much easier as water could be brought in via tank cars.



Builder's Photo of the 18000 Series Tank Car

The FEC used several types of cars to carry water to the Keys and documentation is clear until 1930 via the 1st issue of January Railway Age Gazette car order summaries and the Official Railway Equipment Register. The listing of FEC car holdings shows several types of tank cars used. I chose to model three of the 18,000 series, which were manufactured by the American Car and Foundry in 1922. They were 10,000 Gallon Type 21 Riveted Tank Cars and were numbered 18001-18010.

Modeling the 18000 series tank car:

I began the modeling process by using an old Proto 2000 kit that is easy to find on eBay. The cars are not decaled for the FEC, so I soaked the parts in 90% isopropyl alcohol for about 24+ hours to soften the decals, which I then removed carefully with a toothbrush or swab. After assembling the kit, I sprayed the model with Testors glosscote and I added the correct decals using both Microscale Set and Sol. (The FEC 18000 series decals are available from the Florida East Coast Railway Society.) I replaced the trucks with Tichy Andrews trucks, which are correct for the FEC at that time. I weighed the model to NMRA standard using bb's inserted into the body of the tank car. I used washers from Kadee or Ace Hardware to get the correct coupler height. I sprayed the entire model with Testors dullcote multiple times, till I got the proper finish representing sun beaten dull metal. Finally, I cleaned the wheels with acetone, due to the paint weathering of the trucks and the dullcote. The cleaning ensures the model rolls easily and smoothly. I would like to make note that the historical info and process of modeling these tank cars is not all mine and credit is due to Calvin Winter of Miami, FL for helping me with information and modeling processes. Calvin created a breathtaking model of the Key West Extension and has been featured in Model RR Magazine and in model railroading videos.

Tank Car Model on my FEC Layout

Around the Division

Adding a Keep Alive
by Al Johnson

I just added a 0-6-0 Steam switcher to my layout. Due to the short wheelbase, it needed a little extra help to keep it moving at very slow speeds. The new locomotive is a Bachmann with a Soundtraxx system. A keep alive is a small device to supply power to decoders during times of power interruption due to dirty track or problematic track work.

This keep alive is a model KA4-P for HO scale. Input rating 12 to 16V. It came from Train Control Systems. www.tcsdcc.com. When I went to the web site it said this model was the best fit for all Soundtraxx systems. It is 0.52”x0.52”x0.45”, about the size of a sugar cube. The cost was $32.

A short call to Bachmann tec support told me the decoder already had a plug on it for a keep alive.

Before starting I took photos of everything I took off, so everything went back in the correct way. With the tender body removed I was able to plug in the keep alive. There was not enough room to tape the keep alive to the top inside of the tender body. If you look at the photos you will see that the design of this tender had an upper section to it. I drilled a 1⁄4” hole from the inside of the tender and used a Dremel with a cutting burr to open this area up so the keep alive could fit inside.

I used black electricians’ tape to hold it in place and to keep the wires out of the way. With everything back together Loco now works great no matter how slow you run it. When I turned off the track power it kept going for 6 to 8 sec. This was the first time for me making changes to a DCC system.

NCR Region News

The NMRA National Convention is Coming

NATIONAL MODEL RAILROAD ASSOCIATION
2025 National Convention

STATION No. VI

Hosted by:
the NORTH CENTRAL REGION

July 14-19, 2025

Open to ALL model railroaders! You do not have to be an NMRA member to attend! **REGISTRATION IS OPEN!!**

Our location – Sheraton Detroit-Novi, MI
A suburban location with FREE parking!

CONVENTION GOALS and HIGHLIGHTS -
Our main objectives are to provide events of value, items attendees will see as worth their money, all at the lowest possible cost. ** We will honor the traditions of past conventions but at lower cost and with greater flexibility. ** This convention will be shorter, starting at 1 PM on Monday and continuing through Saturday afternoon with a banquet Saturday evening. ** Note that registration includes all layout visits and operating sessions, and all activities at the hotel except Modeling with the Masters, and admittance to the National Train Show. ** We will support all the traditional activities of the SIG's. ** The National Contest will be fully supported. The contest will be in a prominent room and will be run by the National Contest team. There will be space for model displays, modular layouts and other functions. Those putting their models on display will have the option of entering the People's Choice Contest. ** We will have several prototype tours which may include a Ford plant tour and a cruise on the Detroit River with an emphasis on the industrial aspects of the waterfront. ** We expect to have at least 90 clinics. The clinics will be varied, and each will be given twice. ** We expect to have at least 60 layouts open for visit. Most layouts will be at least 900 sq. ft. in size running to over 3,000 sq. ft. in one or more cases. All layout visits and op sessions will be self-guided so you may take your time.

https://nmra2025.com/

July 14-19, 2025

The ***NCR and SE Michigan*** will be your host for the 2025 NMRA National Convention! This will be like no other convention you have ever attended!

Convention Highlights –

- ✓ One low price for everyone! includes layout tours & OPS!
- ✓ 90+ clinics
- ✓ 65+ layout tours
- ✓ 30+ OPS sessions
- ✓ 2 day National Train Show
- ✓ 5 day Yard Sale Room
- ✓ RPM modeling displays
- ✓ Full NMRA modeling Contest
- ✓ People Choice Voting w/awards
- ✓ Saturday night banquet

....and MUCH MORE!!

https://nmra2025.com/

AP News in the Division

Merit Awards

Motive Power Merit Awards presented by Pete Magoun to John Campbell

AP News in the Division

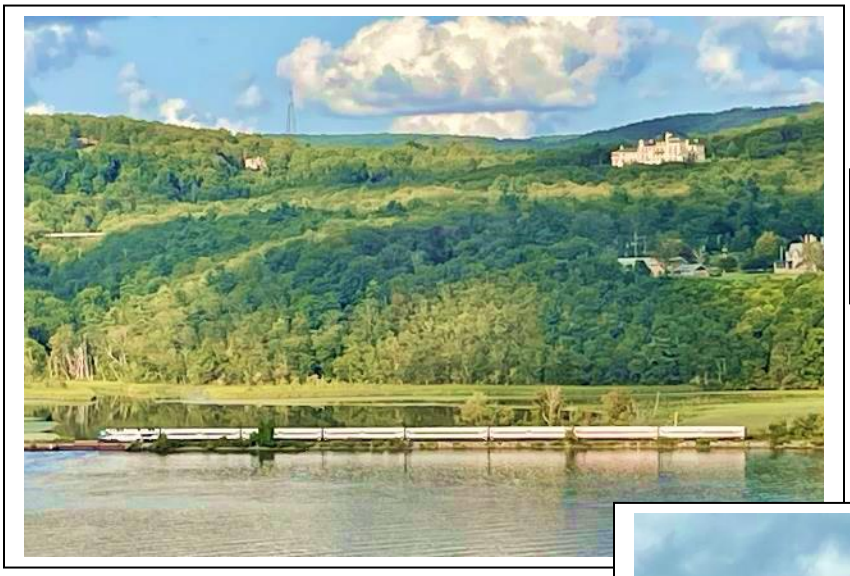
AP Certificates

AP Certificates (Civil, Electrical, and Motive Power) presented to John Campbell by Pete Magoun

Job well done John,
On his way to the MMR,
Jens

Mystery Spot

Who can identify this River and Town?



Amtrak #69 Adirondack heading north from NYC to Montreal. Picture looking East from this Town?

CSX 959 Freight heading South ready to enter the tunnel under this town??

Fall's Newsletter's answer was:

TrainTastic (Formerly the Mississippi Coast Model Railroad Museum) in Gulfport Mississippi

AP Corner

Winter 2024

Pete Magoun, MMR©

One of the major joys in the AP job I hold here in Division 2 is having the opportunity to praise a member for exceptional model work. As I write this on the evening of the November Division meeting, I am basking in that joy from today's festivities. I had the honor today of presenting Dr. John Campbell with Merit Awards for two of his Ann Arbor steam locomotives, both reworked and improved by him. There's a story behind that, and I am pressing him to write up his version, so we get the straight scoop, but the bottom line is that the locomotives were evaluated earlier this year and failed to make Merit Awards. Very close, yes, but not quite there.

NCR AP Chair Skip Luyk, MMR, who was conducting a clinic on the AP for our Division, had the team reevaluate both locomotives right then and there, but the results were the same… close, but no cigar. So, Skip and the team made some recommendations, John took them to heart, went beyond what they suggested and then had them evaluated again. When they were evaluated again, they each scored well over 100 points. John had the pleasure of learning some new skills, he got his Merit Awards, and he created a "learning moment" for all of us.

The two Merit Awards I presented today were what he needed to complete his Master Builder Motive Power certificate, and I was able to present that to him. John, being a Busy Person, had also completed the requirements for the Model Railroad Engineer-- Civil and the Model Railroad Engineer-- Electrical certificates, and I had the pleasure of presenting both today as well. He is also very close to his Scenery, Chief Dispatcher, Author and Prototype Modeler certificates, completion of which will earn him his Master Model Railroader designation. I'll be keeping an eye on his progress!

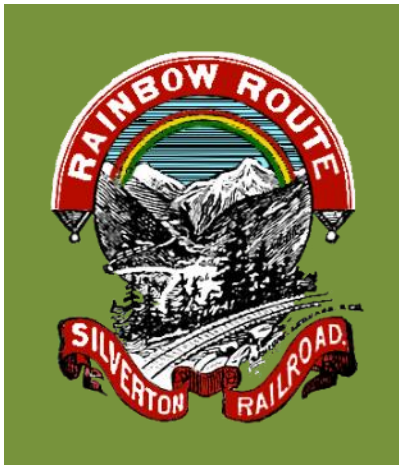
But what of the rest of you? Are any of you contemplating using the Achievement Program for its intended purpose, which is to stretch your skills and abilities to improve the quality and joy of your hobby? Are you laden with questions on how things work or what is necessary? And are any of those questions 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!
11/16/24

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
djzolnierek@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 Zolnierek***	**djzolnierek@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**
• ***AP NCR 2 Div Chair***	***Pete Magoun***	**orion@chartermi.net**

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Oh wait, there's more:

Merry Christmas to all and to all a good night