



Division 2 Newsletter

NMRA North Central Region
Volume 1 Number 1 – Fall 2015



Crew Call:

- ❖ **NCR Regional NMRA Convention 10/28 – 11/1.**
- ❖ **Traverse City Yard Meeting November 7th in Northport.**
- ❖ **Petoskey Yard Meeting December 5th**

On the switch list:

- ❖ **New officers elected (page 1).**
- ❖ **Super Sez... (page 1).**
- ❖ **Leadership Biographies (pages 2-4,7)**
- ❖ **Local Modeler – Ernie Barry (page 6).**
- ❖ **Clinics at the July and October meetings (page 7).**
- ❖ **Activities (page 11).**

Division 2 Elects Officers!

Division 2 elected officers for the first time at the June meeting. The new officer biographies start on page 2, our officers are:

Dave Capron Superintendent
John Cole Assistant Superintendent
Robert Crocker Chief Clerk
Jim Kurbel Paymaster
Dave Comer Petoskey Yardmaster
Ernie Barry Traverse City Yardmaster
Scott Pandorf Trainmaster



Super Sez...

As my bio states, it has been a long time since my father introduced this hobby to me. The Detroit Convention was my first introduction to the NMRA. That made a real impact on my outlook of the hobby and the organization. It was a year ago next month that the NMRA members from the “Tip of the Mitt” were invited to explore forming a new Division in the NCR. In less than 6 months, Division 2 was certified. We comprise the top 20 counties of the Lower Peninsula - a very large area. Our by-laws contain a very unique Article that defines our ‘Yard’ system. While the Division has events monthly from September to May, they are spread throughout our geographic region through the Yard System. This offers the NMRA members the opportunity to gather and enjoy our hobby on a regular basis without having to drive downstate. It has been a pleasure to be involved with the organizers of this new division. I am honored to have been elected its first Superintendent and look forward to working with both the BOD and all the members of our new division in the future. Remember, this is your division so don’t hesitate to let us know what it needs to develop and grow. Whether it is a clinic, layout tour, or op session, we want the division to give you an opportunity that did not exist before. Even the simple ‘show and tell’ goes a long way to share our hobby and to get ideas from. So, put the Yard events on your calendar and bring something to ‘show and tell.’

Division 2 Leadership Biographies

Dave Capron – Superintendent



Like most Baby Boomers, my first train was a present for Christmas, and in my case, an American Flyer from my dad. We later switched to HO and built “The Railroad that grows” for a Boy Scout project. My first layout after college and marriage was a 12’ X 12’ center console crawl under. At that point I had never seen a layout bigger than a 4’ X 8’ so books and magazines were my guide. My next layout was in a house with several rooms in the basement. So over the next few years many tunnels were bored to connect them for the trains to run from room to room. With this layout I was able to start operations with what

was to become “The Little Finger Train Group.” The kids grew up, moved out and we built a house in the country. The new layout was designed to fill the 2,400 sq. ft. basement under the home. I like to call it my club layout. Many modelers have helped work on it over the last dozen years. I find my Monday night work sessions as enjoyable as the operations sessions. The double deck 850 ft. mainline keeps 12 - 15 operators very busy during operating sessions. The NMRA has been the organization that has offered the opportunity to gain the friendships, knowledge, and skills to fulfill this dream. In addition to the layout it has been a pleasure to work with so many modelers and see our dream of a new division be developed up north.

John Cole – Assistant Superintendent



Like most model railroaders I was introduced to trains operating O Gauge Lionel. Over the years, I have built and operated layouts (large and small) in N, HO, O scale, O gauge, and No.1 scale (1/29, 1/32). I can only remember not being involved with trains for a very short period during my 61 years. I have been involved in Boy Scouts moving through the ranks to Eagle Scout. I am working on a H.O. layout at present and am considering doing another outdoor scale railroad.

Though now retired, I worked many jobs that required interfacing with clients and management. This includes being a live steam Operator, Facility and Grounds Manager for CBS Fox, Technicolor, Disney, and ITT Automotive. After 21 years, I spent the next 19 years as a Mathematics and Physics Teacher.

I am presently living in the Harbor Springs area, and feel that this new Northern part of Division 2 could use a detail oriented person with good communication skills to assist the Superintendent. I would like to help make Division 2 a viable and hopefully growing division where we can all have fun running trains or helping others gain the skills to enjoy this wonderful hobby!

Division 2 Leadership Biographies (continued)

Robert (Bob) Crocker – Chief Clerk



I was born and raised in Suttons Bay. Graduated from Northern Michigan University (1974) with an Industrial Education degree and a 2nd Lieutenant's commission in the Army Reserve. Not falling for the "view of the Bay for half the pay" mentality, I spent 30 years teaching for the Utica Community Schools system in southeast Michigan. My love affair with model trains began in high school with an O-27 layout on two 4x8 sheets of plywood. But teaching & coaching left little time for Model Railroading until my retirement in 2005. At that time, I returned to Suttons Bay and began work on a 13 x 20, HO, Canadian & SOO layout.

Apparently, building a helix on a layout qualifies one as a serious Model Railroader. Once Dave Capron found out about "the helix", my life would never be the same. The Little Finger, Wednesday night, operating group caused a major change in the mission and layout of the Canadian & SOO Railroad. Membership in the NMRA soon followed. Dave Capron was able to talk me into running for the office of Chief Clerk - Division #2, but has not been able to talk him into cutting a hole in the wall and expanding his layout.....

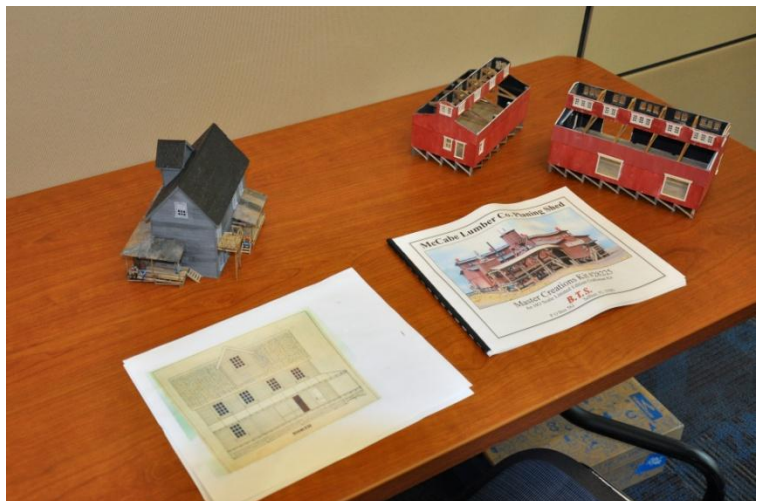
Jim Kurbel – Paymaster

I retired in 2014 from Olmsted Products Company in Traverse City where I worked as a controls engineer for 20 years. Like many others, my interest in model railroading began early with a hand-me-down Lionel train set on a 4x8 sheet of plywood. As I neared retirement, I started to get interested once again, realizing I would need something to keep me busy during the long Northern Michigan winters. I started by purchasing Model Railroader Magazine a number of years ago but have only become active in modeling recently.



My wife and I share an interest in the old logging railroads in our area, particularly the Detroit and Charlevoix which later became the East Jordan Branch of the Michigan Central, the mainline of which ran just a short distance from our home in Southwest Otsego County. My dream is to model the D & C and its interchanges with the MCRR and GR & I.

My other interests include fishing, hunting, camping, and metal detecting on old RR grades and logging camps.



Mike Cipko Show and Tell June Meeting

Division 2 Leadership Biographies (continued)

Ernie Barry – Traverse City Yardmaster



We have a separate article on Ernie in this newsletter, here are some facts Ernie sent about himself and his railroad:

I was a car (automobile) designer for 35 years

I Retired from Chrysler as Director of Advanced Design 2001

I now reside in Northport, Mi.

I am married, have 2 children, and 4 and half grandchildren

(editor: one is on the way, I asked about the ½ ☺)

Has been under construction for 14 years

The East Raton & Santa Fe is set in Raton Pass, NE New Mexico, August, 1952

The room size 30 by 40 ft

It is 80% scenicked

There is 550 ft of track, 125 switches, 18 blocks governed by signals, Digitrax DCC, all sound engines, approx. 18 operating assignments when op group runs the RR

It is dispatched by written and verbal train orders, (telephone system) but over-ridden by signals

Dave Comer – Petoskey Yardmaster

I'm Dave Comer, Petoskey/ Harbor Springs Yardmaster. I started out with an American Flyer when I was eight; got my first HO when I was 12 and was utterly and completely hooked. I lobbied hard to start a layout then, to no avail. High school, college, graduate school and marriage intervened. Finally we found a house with a basement and I started my first layout. It didn't get very far. The second one did. It was 90% completed when we moved to Florida. The third layout was started and to the point of being able to run trains when we decided we were too young for God's waiting room and moved to Harbor Springs. I moved to G scale then. I finished the mainline in 2001 and have been adding to it ever since. It is DCC and I have lit about half of the buildings. Main Street has functional street lights that I made. I'm about to start some scratch building: a round barn and a hay loft for an existing barn. I am active in Northern Michigan Historic Railroads, an HO layout depicting railroading in Petoskey as of 1913 and a member of Michigan Small Scale Live Steamers as well. I am so happy to be a part of Division 2!



Pete Magoun Scenery Clinic June Meeting



Chief Clerk Bob Crocker

NMRA Division 2
Board Of Directors Meeting
Minutes of 06-27-15

Meeting was called to order by Dave Capron @ 11:04 am. In Charlevoix Public Library.

Members Present:

Superintendent	Dave Capron	P
Asst. Super	John Cole	P
Chief Clerk	Bob Crocker	P
Paymaster	Jim Kurbel	P
Yard Master-TC	Ernie Berry	P
Yard Master Petoskey	Dave Comer	P
Train Master	Scott Pandorf	P

The Superintendent congratulated all those present and thanked them for their willingness to serve??

He went on to say that since we began the process of forming a new division, 10-12 members have joined the organization.

It was agreed that Division meetings will work best in May & October. Yard meeting frequency and locations will be determined by the Yard Masters.

The Train Master will be responsible for getting out the Division Newsletters, with the first one going out in August.

The next Division Meeting, in October, will be held in Petoskey with the site yet to be determined. Need clinic & tour ideas along with show & tell items.

Meeting adjourned @ 11:37

Respectfully submitted by:

Bob Crocker

Chief Clerk NCR-Division 2



John Cole Show and Tell June Meeting

East Raton & Santa Fe – Ernie Barry

The following comes to us courtesy of the Friends of the BNSF website (<https://www.friendsofbnsf.com/>).



Retired Chrysler car designer uses creative skills to recreate 1952 Raton Pass in his basement

When Ernie Barry of Northport, Mich., retired in 2001, he decided to devote the cold winter months to his favorite hobby: model railroading.

“Like almost anyone in the hobby, I started with an electric train around a Christmas tree when I was five or six years old,” said Ernie, who worked as the director of advanced design at Chrysler and

has a fine arts and design background. During his career, he designed the 1980 Chrysler Córdoba and Dodge Mirada. Some of his other achievements include developing concepts and vehicle architecture for the Dodge Intrepid, Chrysler Concorde and the current Chrysler 300 as well as leading the design program for the Dodge Viper from concept car up to the 2000 production vehicle.

His impressive layout depicts the Atchison, Topeka & Santa Fe Railway at Raton, N.M., in 1952. “I’ve always been interested in the Santa Fe because of its Warbonnet paint scheme,” he said. The Warbonnet scheme, designed by General Motors’ Leland Knickerbocker, features a red “bonnet” on the front of the locomotive bordered by yellow and black pinstripes.



When he started his hobby, Ernie read an article about the Raton Pass and researched its creation. The famous pass was ATSF’s main route through the Sangre de Cristo Mountains in the late 19th century. The area interested Ernie so much; he decided to make it the setting for his dream layout. He chose the year 1952 because of its importance in the evolution of the railroad. “It’s an era people like to model because it represents the transition from steam to diesel,” he explained.

Ernie, who is a member of the Santa Fe Railway Historical and Modeling Society, designed his current home's 30-by-40-foot basement with his model railroad in mind. "When designing and building our retirement home, I was also planning the railroad, which necessitated asking the builder to move a support column and a major ceiling beam, turning a three-season room into a year-round room to get more basement space."

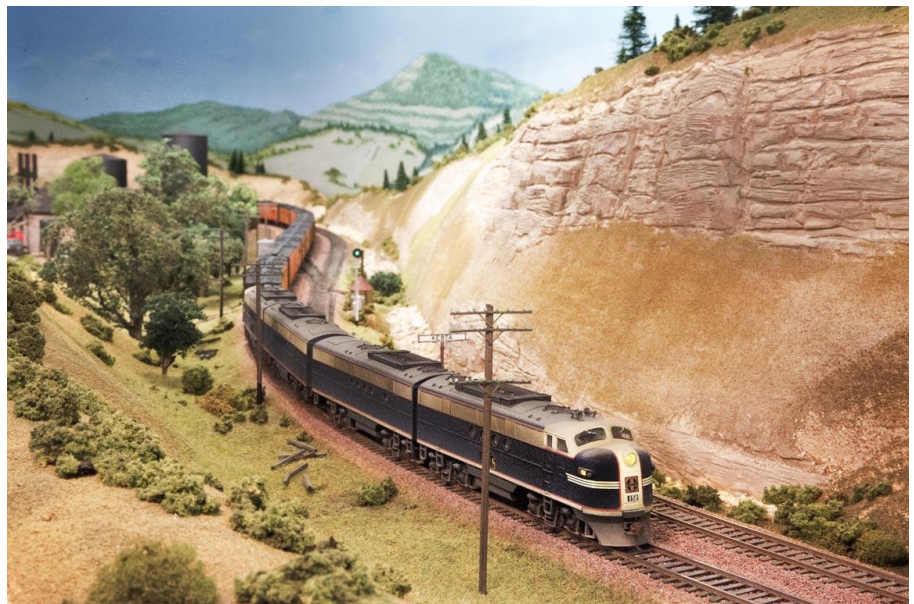


He uses that space to the fullest. The layout is built close to eye level and stepstools are needed to fully view higher sections. It has 550 feet of track, 125 switches and 18 blocks governed by signals. Four of the signals are semaphore and the rest are searchlight.

When trains enter a tunnel on one end of the layout, they travel through a helix and arrive at a lower level. There are black and white cameras inside the hidden level to help keep track of the trains. The layout contains around 50 sound-equipped steam and diesel engines, 18 operating trains and 300 freight and passenger cars at any given time. It also has around 100 buildings and railroad structures.

Ernie is part of a local community of railroad enthusiasts who gather once a week in the winter to operate layouts. The group meets at a different member's house each week. When Ernie hosts, the group operates for about three hours and runs up to 18 train assignments. He has a dispatcher station in a separate room and each town in the layout has a phone connected to a dispatcher. Train movements are controlled by verbal train orders and signals.

Ernie has modified the way his layout runs on those nights in order to accommodate the group. Although it's not entirely historically accurate, the modifications create a more fun operating experience. "By 1952, one of the tunnels [near the Pass] had been sealed off, but on this railroad I decided to keep it open. We run extra passenger trains as a way to keep the dispatcher on his toes. He has to move freight out of the way as passenger trains come on stage."



Ernie has visited Raton Pass several times over the years. "I've been over the pass by car and Amtrak," he said. "I've gotten tons of photographs." He has also used his trips as opportunities to get authentic materials for his layout. "I picked up soil from Raton. I bought plastic containers and mailed them to myself, but one problem with using real soil is the lighting in the room isn't the same as real sunlight, so you have to use lighter shades."



His favorite part of building the layout is creating the scenery. "Being a designer, I'm real hands-on. I like to build things. I painted all of the backdrops and I've done a lot of the buildings in Raton."

Jim Ebejer, a friend of Ernie, took this series of photos over a period of two days. "It's not easy to photograph a model railroad," Ernie said. "The lighting isn't good for photography and there's not a lot of room for equipment. It took him two days to get these shots right."

Ernie has been working on the layout for about 20 hours a week during the winter months for the past 14 years and says his layout will never be complete. His next project is a scratch build of Raton station using the original plans. The station, shown below, was built in 1903 in the Mission Revival architectural style for the Santa Fe. It currently serves Amtrak trains. Model railroad photos courtesy of Jim Ebejer.



John Cole Show and Tell June Meeting

Division 2 Leadership Biographies (continued)

Scott Pandorf – Trainmaster



Ok, so like everyone else I started with a Lionel 4x8 as a kid. My modeling started in my teens with an uncle who was a scale model railroader and showed me how things could be done (and incidentally also took me on a couple of railfan photo outings). I built an open grid layout as a teenager and continued to model when my family moved overseas (what we would now call a shelf layout). I continued to model and railfan through college (my wife can have no complaints as multiple locomotives in progress were always in my room at school and I dragged her ‘train-watching’ on a couple of dates!) Built a layout

in the corner of the bedroom of my first apartment and continued to detail, paint and decal locomotives and cars through a couple more apartments and a townhouse. Our first house of course had a layout in the basement, along the way I was the member of a club and a founding member of a modular group that took our layout to shows in Indianapolis, Cincinnati, Dayton, Fort Wayne, Louisville, and Saint Louis. Our second house on the northeast side of Indianapolis had a 25’ x 40’ basement that I filled with a layout. At this time I also began to participate in operating sessions at friends layouts and added that to my own. In 2013 we sold our house in Indianapolis and moved to NW Michigan. We recently completed our new house and I have a 30’ x 40’ dedicated space over the garage for the new Baltimore and Western layout. I have really been blessed to ‘fall in’ with a great group of guys (the Little Finger Operating Group) who have been welcoming and made the transition ‘up North’ easy.



Scott Pandorf Hand Laying Turnouts Presentation June Meeting

Clinics at the June Division Meeting

The Division met for the first time in Charlevoix with 19 attendees and two clinics one given on backdrop scenery painting by Pete Magoun and a second on hand laid turnouts by Scott Pandorf. We also had a show and tell session.

Clinics at the October Division Meeting

The second Division meeting in Petoskey was attended by 16 NMRA members and included an excellent presentation by Rich Mahaney on “Selecting Industries For Your Model Railroad, A Systematic Approach” and an introduction to the NMRA Achievement Program (AP) using a Golden Spike review of an N-scale layout by Dan Fialkowski (a very brave man) and show and tell including and beautifully detailed diorama by Dave Zolnierok from Presque Isle showing a holiday scene including fiber optic lighting.

Content, Content, Content...!

Please contribute to your newsletter, the next issue will come out in December, look at what you are doing with your layout / modeling and consider writing a few lines, writing for publication also helps with your NMRA AP requirements. How about sending your editor something on how you clean track? Send us a picture!

NMRA Division 2
Board Of Directors Meeting
Minutes of: 10-03-15

Mtg. was called to order by Dave Capron @ 10:56 am, at Southwinds Restaurant, in Petosky.

Members Present:

Superintendent	Dave Capron	P
Asst. Superintendent	John Cole	P
Chief Clerk	Bob Crocker	P
Paymaster	Jim Kurbel	P
Yard Master-TC	Ernie Barry	P
Yard Master Petoskey	Dave Comer	
Train Master	Scott Pandorf	P

Upcoming calendar was discussed. The next yard meeting will be in November, in the TC area; followed by a Yard Meeting in Charlevoix-Petoskey area in early December. The next Division-2 meeting will be in May, in TC area.

The May meeting will include our annual elections. Officers standing for election in 2016 include: Chief Clerk, Paymaster, & Trainmaster.

It was agreed that we suspend meetings in June, July, & August.

The idea of a swap table at all Division Meetings was discussed and approved.

Superintendent Capron proposed purchasing a Division-2 banner. An approximate size of 2' x 6' with corner grommets, made of vinyl was agreed upon. Yard Master Barry volunteered to head the effort.

Train Master, Scott Pandorf presented a picture of the proposed logo. The presence of a steam loco and the absence of a diesel loco was questioned by the Chief Clerk.....

The Superintendent also suggested that we purchase an information table at the CMU Train Show in the spring. All were in agreement.

It was also suggested that we consider making available an AP evaluation segment at our Division meetings.

A nominating committee was formed to include: Ernie Barry – Chairman; Jason Matthyse - Member at large; Jim Kurbel – Paymaster.

The Trainmaster reported on the status of our first newsletter. Plans are to include a photo & bio of each of the officers. He also expressed the constant need for content from the membership. Scott proposed including Pike Ads in the newsletter. They would be business card in size and could cover a range of topics. It was agreed that the price should be \$5 / issue or \$20 a year.

Meeting was adjourned @ 11:49 am.

Respectfully submitted by:

Bob Crocker

Chief Clerk - NCR-Division #2

Activities:

NMRA North Central Region Convention – October 29 – November 1

North Central Region Division 3 of the National Model Railroad Association is hosting the 2015 NCR Regional Convention in Fort Wayne, IN. The convention will be held Oct 29-Nov 1, 2015. Featuring clinics, layout tours, operating sessions, contests, and more! Please see their website at <http://fortwaynerails2015.ncr-nmra.org> for more information.

Traverse City Yard Meeting – Saturday November 7th

There will be a division yard meeting on Saturday November 7th time to be determined. Planned activities are demonstrations of weathering techniques by Ernie Barry and Scott Pandorf, and an operations session on Ernie's East Raton & Santa Fe Railroad - no operating experience necessary.

Petoskey Yard Meeting – Saturday December 5th

There will be a division yard meeting on Saturday December 5th time and location to be determined...

Traverse City Yard Meeting – January 2016

We will have a division yard meeting in January, date, time and location to be determined...



October Meeting Show and Tell



Dan Fialkowski Golden Spike Review

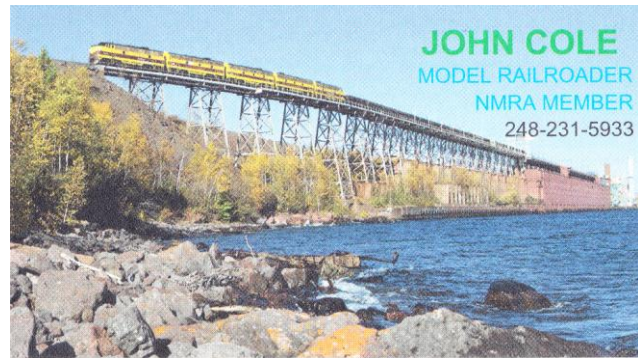
Pike Ads: support your division by advertising your layout or business here!
Pike ads are \$5 per issue (\$20 per year - we publish 4 times per year)

BALTIMORE AND WESTERN



"LINKING EAST AND WEST THROUGH CINCINNATI"

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East Raton & Santa Fe

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