

NMRA NORTH CENTRAL REGION DIVISION 2 NEWSLETTER

VOLUME 4 / NUMBER 3
SUMMER 2018



TRAVERSE CITY YARD MEETING: LEARNING OPERATIONS

**SATURDAY
SEPTEMBER 15**

9:00 AM – 4:00 PM

**Morning session 9a – 12p at
Dave Capron's Great Lakes
Northern, Afternoon
session 1p – 4p at Scott
Pandorf's Ohio and
Mississippi.**

*"Adding operations to your
layout takes you from model
trains, to a model railroad,
where your trains now have
purpose..."*



Dave dispatching in Kansas City

LEARNING OPERATIONS

Mike Cipko, TC Yardmaster

Double heading, in railroading terminology, indicates the use of two locomotives at the front of a train, each operated individually by its own crew. That's on the order of what we will be doing at our September Traverse City Yard Meeting.

This meeting will focus on operations and it will be an early and extended day. If you've never operated before, here is your chance. We will be visiting two different railroads and operating at each. Dispatchers, Yard Masters, Engineers and Conductors, we have a spot for you. Remember, this is a chance to learn. Take products or passengers from their origination on to their destinations. Learn the where, whys and how the railroads did it. If I can do it, you can too!

Operations will be similar, but also quite different, at each location. First, we will make a 9:00 am stop to operate at Dave Capron's Great Lakes Northern RR. After a short break to eat at Dave's, we will continue down the road for a 1:00 pm visit to the Ohio & Mississippi Railroad at Scott Pandorf's.

Regarding lunch, Dave needs a head count to know how many to anticipate. We will provide pizza, homemade cookies, and beverages for all. Please email or phone Dave (caprond33@gmail.com or 231-944-8576) to let him know that you'll be there. Cost will be \$6.00 per person.

Since we will be "On the Road" we will not be having some of our normal meeting activities such as Show and Tell. This obviously will make for a longer day than usual, but it will be worth it!

Directions from Sutton's Bay

Dave Capron - 2555 Evergreen Valley Road (231-944-8576)

North on M-22; 2 mi to N Setterbo Rd, turn left; 1 mi to N. Mork Drive, turn right; 1/2 mi to Evergreen Valley Road (dirt road), turn left. Follow dirt road up hill, there is a RR cross buck at the end of the driveway.

Scott Pandorf - 6935 East Leland Hills Drive (317-727-0417)

North on M-22; left on M-204; 4 mi to N. Eagle Highway, turn right; 1/2 mi to N. Lake Leelanau Drive, turn left; 1 mi to East Leland Hills Drive, turn right. Follow E Leland Hills Dr to the top of the hill.



Super Sez...

It needs to be reported that the Kansas City National Convention was the best I've attended. Since that only includes 5 of them that might not be saying much but it was a great time. The layouts were great, the clinics were informative and everything else was well organized and run. Utah is a bit far next year but St. Louis in 2020 sure is a possibility. And of course, our own Pete Magoun was inaugurated as President of the NMRA. Division 2 was well represented as Scott, our new Paymaster Dave Zolnierrek, Pete and I attended.

Speaking of conventions our NCR regional in Lansing is coming up Oct 11-14th. While it will not be as large as the national the quality of the layouts on tour and for operations will be no less. The clinics that are scheduled will also be top quality. Your NCR BOD has been working for the past few years to make the quality of the regional conventions as good as the national just somewhat smaller and shorter in time. This reduces the costs making them easier to attend and more affordable. Talk to any Division 2 member that has attended a Regional Convention and I'm sure you will seriously consider going to Lansing.

NCR Regional Convention in Lansing, October 11th – 14th

It is August and that means that Division activities start next month. We are working on some great activities this fall for you. There is a separate article on the first yard meeting that will be a Saturday morning and afternoon double layout operating sessions. This will be followed by a repeat of the airbrush clinic in Harbor Springs. Division 2 has been given a modular layout that was built and used for the Festival of Trains in TC. Pete Magoun has stored it in the basement of 'Trains & Things' in TC and would like to see it used by the Division. Please email me if you would like further details. This would be a great addition to our All Division meets twice a year. Here is a chance for you to acquire a modular or more that could be a start of a home layout and part of a group layout.

Finally, whether or not you would like to work on your Authors AP Certificate your Division Newsletter could use an article and/or photo. It is like 'show and tell' just in print for everyone.

See you Saturday the 15th for some fun operations.

Dave

DIVISION 2 LEADERSHIP

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LOCAL NE'ER-DO-WELL MAKES GOOD!



Scott Pandorf received his NMRA Achievement Award for Model Railroad Engineer: Electrical after panhandling for a brat and a beer at a local picnic

NEW NMRA PRESIDENT PETE MAGOUN

Mike Cipko

NCR Division 2 member Pete Magoun, recently elected by NMRA members worldwide, has taken over the reins as President of the National Model Railroad Association at its annual conference held earlier this month in Kansas City.

Pete grew up in New England, was educated at Yale and then piloted P3 Orions as an officer in the Navy. Returning to school he attended Penn State earning his MBA. He spent time working for Sikorsky Aircraft prior to pursuing other business opportunities. Pete has now been self-employed for over 30 years and has board level and officer experience both in profit and non-profit organizations. For years his family summered in the Traverse City area, finally relocating here permanently in 1990.

Locally, Pete has owned Trains & Things Hobbies in Traverse City since 1998, a bright spot in the era of local hobby shop closures. He was an early proponent of the Festival of Trains which originally was on display at Christmas time in the City Opera House. As much as Pete enjoys flying, one of his true loves is sailing and instructing on the tall ship Manitou based on West Grand Traverse Bay. I think he'd rather do that than work on his railroad!

Pete models the Boston & Maine and Maine Central, circa 1954, in HO gauge, and Maine two footers, circa 1912, in HOn30. A member of the OPSIG and LDSIG special interest groups, he has been a clinician and contest judge at both the regional and national level and earned his MMR in 2007.

Congratulations Pete!



Pete and Charlie Getz shake hands after the transition.
Photo courtesy of Gerry Leone



Don't forget the caboose challenge! The idea is to build a small diorama depicting a caboose (or more) in a non-railroad use. The challenge issued by NCR director Rich Mahaney at the 2017 Grand Rapids convention is simple – build a 12" x 12" display of your modeling skills (Dave C. still has some 12x12 squares of gator board available) to display your modeling, humor or just have fun! The plan is to display the completed caboose display at the Lansing convention in October."

DIVISION 2 ROCKS IN KANSAS CITY!

Scott Pandorf

'Lil ole Division 2 put on a great show in KC!

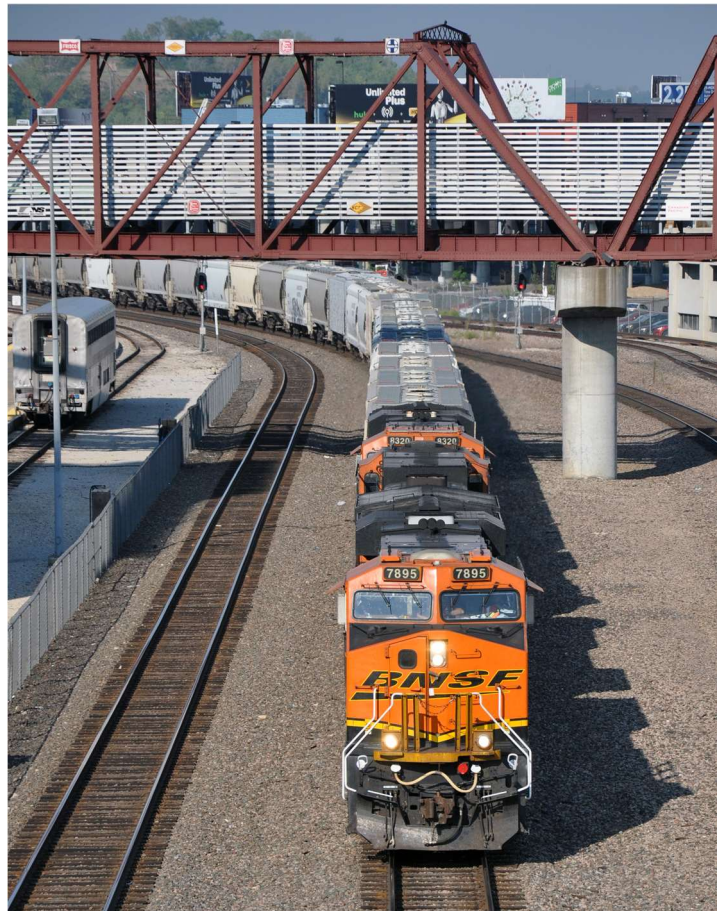
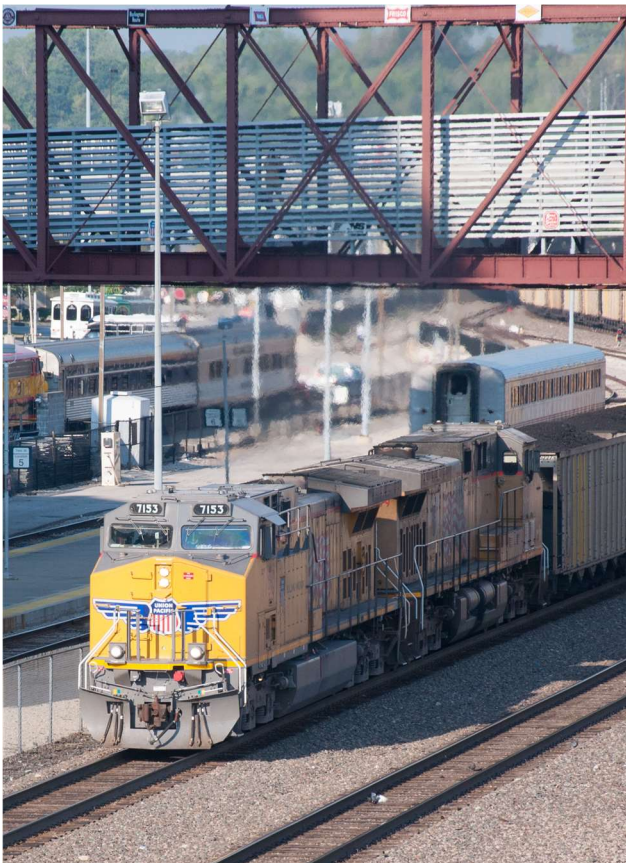
- We had 4 members there (Pete M, David Z, Dave C, and me).
- Pete Magoun officially became the President of the NMRA! (Cheers! Claps!)
- Pete also gave a clinic on Modeling the Prototype (with a repeat).
- Dave Capron gave 4 clinics (Full Operations on a Room Sized Layout, Constructing Rock Molds and Modeling Rocks, Constructing Craftsman Kits, and Making, Modeling, and Operations with Real Coal Loads (each was repeated)).
- Dave C also had his Happy Days Diorama entered in the contest room and took 1st Place (Kit Built Display); 1st Place (People's Choice Award Structures); and the Fun and Games Award (Best use of People) (Yeah Dave!).
- I gave two clinics on my use of JMRI Operations Pro and More Fun with Arduinos (each repeated).

It was a great convention; Kansas City is a great town (although it was HOT!) Dave and I visited 10 layouts on Wednesday most of them had full or partial scenery and were just super looking railroads. We also got to operate on two more (Dave dispatched on both). All in all, a great (but tiring) week.



Dave Capron receiving first place award.

Photo courtesy of Paul Voelker / NMRA



All Pictures SWPandorf unless otherwise noted.

A large indoor model train display, likely at a museum or exhibition. The layout features a complex network of tracks with various rolling stock, including freight cars and passenger trains. The surrounding environment is meticulously detailed with miniature buildings, houses, and trees. Two men are standing in the background, observing the display. The scene is illuminated by bright overhead lights, and the overall atmosphere is one of a well-maintained and impressive model railway.

CLAY CENTER BRANCH SUBDIVISION 20B	
TRAIN	CREW
16	MS McLain
X 1321 (W)	C. Hitchcock
73	DB Elder
SWX	CK Jordan
2/73	DB Elder
15	MR Davidson
NWX	CK Jordan
82	DB Elder
BELLEVILLE YARDMASTER	M.R. Hall
DISPATCHER	R.H. Miller

TRAINS
PENDING

TRAINS
TERMINATED

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KANSAS CITY (CONTINUED)



Mark Steenwyk Milwaukee Road Beer Line



Bob Willer Spokane Portland & Seattle



Michael Borkon UP Wyoming 3rd Sub

KANSAS CITY (CONTINUED)



Bill Scheerer B&O Monongah Division



(above) Doug Taylor East Broad Top and Pennsylvania RR

(below) Michael Borkon Green River Yard



AP CORNER

Pete Magoun, MMR

OK, the summer is winding down, the days are noticeably shorter, the NMRA annual convention in Kansas City is history, and it's time to get "Back in Training!" This time we'll look at the remaining "**Engineering and Operations**" certificates: **Model Railroad Engineer-Electrical** and **Chief Dispatcher**. As I mentioned in April, the **Civil Engineer** and **Electrical Engineer** certificates are essentially a "twofer," in that you build it and then make it run.

To earn the certificate, you'll have to build and run a railroad capable of "simultaneous, independent" electrical control of two mainline trains in both directions, with a list of elements such as reversing, sidings, a yard, and so on. As with all the other certificates here, don't read more into this than is already there! These are the same kinds of things you'll want for the railroad anyway, so go ahead and include this stuff in your track plan. No, you don't have to have the Pennsylvania's four track mains between New York and Washington... you can meet the requirements with smaller ambitions.

You'll have to wire up and demonstrate several items from a menu; pick and choose the parts that will help you get where you need to be on the railroad and go from there. And now that the track is up and running, add in some "features" such as turnout position indicators, signals, etc. The intent here is to get you familiar with other electrical processes, not just track wiring. Note that on some of the items, simply pulling it out of the box and plugging it in won't work... you need to do some actual building yourself!

With the railroad and the "extras" all running, you'll need to document the processes. This requires some actual "Engineering" in that you need to draw up schematics, including feeders, gaps and so on for both the railroad and the "extras. This will demonstrate that you understand the electrical processes involved.

And with all of that done and looked over by a designated Witness or better, two, it's time for the SOQ and you're done. **Model Railroad Engineer- Electrical!** Feels good, doesn't it?

OK, so you now have the railroad built and wired up. What are you going to do next? How about *Operating* it? Watching things go around in circles is fun, up to a point, but running it like a real railroad is a whole lot more fun. This is where your Grand Vision really comes alive. But to do that "safely," you're going to need help from schedules, rules, crews and so on. Enter the **Chief Dispatcher** certificate....

First up for **Chief Dispatcher** is to get some hours under your belt in a series of jobs. This is going to take time, so I suggest that with a new Operating Season about to begin, now is a good time to start. Have a look at the forms required and print out the Record and Validation and SOQ forms. They ask for roughly the same information, so you might print the R&V form and haul it to your Op Sessions, have a ball and then get the layout owner to sign off on the hours and the job you worked. When you've logged the requisite hours, copy the form and attach it to the SOQ as "evidence." Note that if you partake of Operations in other locations, such as at the Region Convention, logging and verifying those gigs will help build your totals.

You'll need to have a total of fifty hours of Operations logged, including ten in each of three of five categories, one of which must be "Dispatcher," so it might be beneficial to keep a running total going somewhere to ensure that you get the requisite hours in certain areas. And note that there is a requirement for the railroads themselves to be busy—two simultaneous trains, yards, switching and so on. The idea is to simulate the Real World, where decisions, good or bad, can have safety and monetary consequences.

(continued next page)



(AP Corner continued)

And the concept of a logbook recalls another aspect of this process—the Guest Book. Many layout owners keep a Guest Book in which they keep track of who comes and goes when.

Part of this is for security, and most of it is for posterity, but it can help you immensely in verifying the number of hours you spent doing whatever job on someone else's railroad, SOP when you sign it, place a small note (yardmaster, engineer, dispatcher, etc.) next to your name. When the time comes to verify the form, the information is right there.

Learning experiences such as the Operations Road Show, which will be running at the NCR convention in October, are invaluable. Again, haul the log down there and get it signed off. Having been fortunate to operate with those folks on several occasions, I highly, highly recommend marking up quickly for any available spaces. You'll be a road engineer, but you'll learn a bunch No Matter What.

OK, with the times mounting and the “whiskers” accumulating, you'll need to visit the Other Side of the process—controlling everything. This is the Dispatcher's job, and it, too, is a Learning Experience. You need to develop a schematic with simulated distances from Hither to Thither to Yon, a schedule, a train chart (think “string graph”) and a prototypical Operations System (think car cards, switch lists, etc.) to cause the railroad to function, which really means “make money safely.” This will take time, and it does not have to be done on your railroad, especially if your railroad, like mine, is under a constant state of construction. This might be a good way to help a friend who is farther down the construction path. This is an interesting process and will require certain criteria to be met (opposing trains, meets, etc.). The list is available on the NMRA website.

Learning experiences such as the Operations Road Show, which will be running at the NCR convention in October, are invaluable.

With the schedules, string graphs and such in place, you're ready for what I consider to be one of the most important parts of the Operating Session... making the Railroad Owner's vision come alive. Yes, this is where you and your buddies get to “play trains” on somebody else's railroad, but the owner/superintendent, who will undoubtedly be busy dealing with issues of one sort or another, will also be able to look around and see the Grand Vision playing out, even in little finished scenery is in the equation. It's a wonderful feeling....

And as is true with all the certificates, there is some record keeping involved in the form of the SOQ and the R&V, so with copies of documents in hand, fill them out and send 'em in. Your **Chief Dispatcher** certificate will look and feel good. Next time we'll look at the Service to the Hobby category.

We're out of space, but not before I congratulate Scott Pandorf for completing his **Model Railroad Engineer-Electrical** certificate. Congratulations, Scott!

High Green!

CLERKS REPORT

Bob Crocker, Chief Clerk

Results of the Division 2 Elections held 5/5/2018: Elected David Zolnierrek (Paymaster), Bob Crocker (Chief Clerk), Jens Hensel (Trainmaster).

Attendance at the 5/5/2018 Meeting in Charlevoix: Total 9 (Ernie Barry, Mike Cipko, David Comer, Bob Crocker, Jens Hensel, Dave Landis, Pete Magoun, Scott Pandorf, David Zolnierrek).

FUTURE DIVISION 2 EVENTS

October 6, 1:00 PM – Petoskey Yard Meeting

Join Dave Comer at his home in Harbor Springs for a clinic on using an air brush. There will also be time for show and tell and an AP table to bring and discuss your current progress.

October 27 10:00 AM – 2:00 PM

Model RR Open House Traverse City and Leelanau (Seven railroads) (Dave Capron, Ernie Barry, Bill Horning, Doug Carver, Mike Burgess, Jens Hensel, and Scott Pandorf)

November 17, 1:00 PM

All Division Meeting Traverse City

Clinics to be announced.

FUTURE NATIONAL AND REGIONAL EVENTS

October 11 – 14, 2018 Lansing Lashup 2018

“Bringing your layout to life”.

Layouts Open, Operating Sessions, Prototype Tours, Clinics (including from Pete, Dave C. and Scott)

Lansing Ramada Hotel

July 7 – 13, 2019 NMRA National Salt Lake City Utah

www.nmra2019slc.org

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

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NMRA
Division 2
North Central Region
Tip-of-the-Mitt



"LINKING EAST AND WEST THROUGH CINCINNATI"

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