National Model Railroad Association North Central Region

Division 2 Newsletter

Volume 10 No 1 Spring 2024

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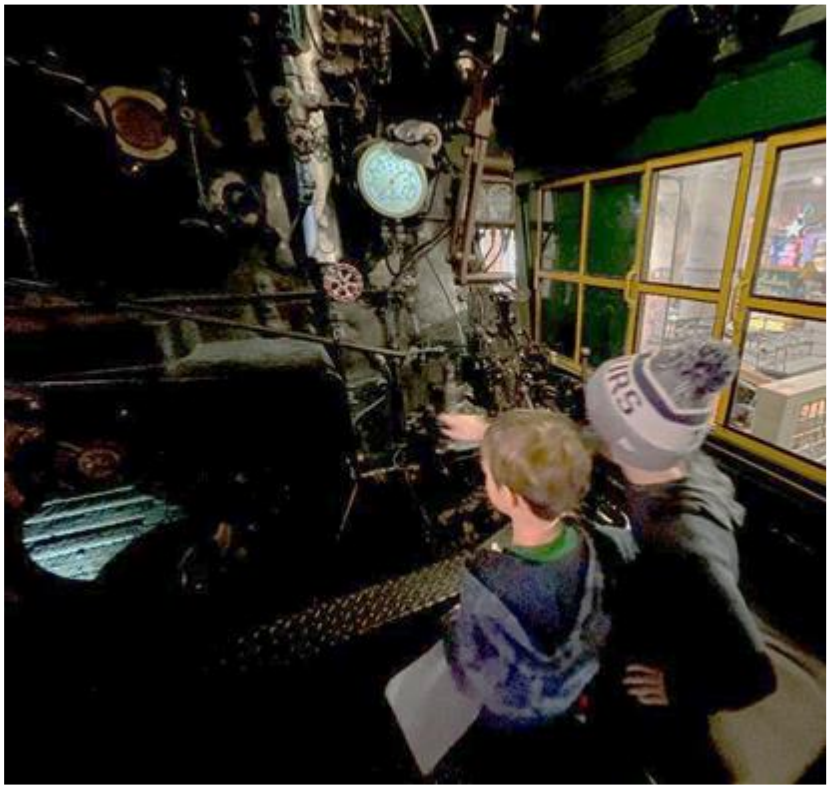
NCR DIVISION 2



Big Brother says to Little Brother:
Just pull any lever and see what happens.
We need to get this train moving.

Division Meeting

3rd Saturday of each Month

The meetings will continue to be live and virtual via zoom. Please note the location and time change.
The new location is the Foster Family Community Health Center, located 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

Stand by, we have some great clinics coming the next few months. Now that we have settled into our new meeting room, our attendance numbers have doubled. Please join us in person (or Zoom).

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:

- 03-16-2024
Division Meeting – Live & Zoom 10:00 – 1:30
- 04-20-2024
Division Meeting – Live & Zoom 10:00 -1:30
- 05-18-2024
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…

Welcome to Spring?

At least I think it's Spring! Typical Michigan weather, if you don't like it, wait a minute and it will change. Just can't make up its mind, 50's for a few days then back down into the 20's, with even a few 60's thrown in. Sailing or golf anyone?

We've had some great in-person turnouts at our monthly meetings in Traverse City. Let's keep it up!

We plan on setting up table(s) for show and tell and also for equipment swap or sell. Bring your items along!

Clinics have been well done and interesting. Thanks to those who have shared their expertise. More great clinics to come.

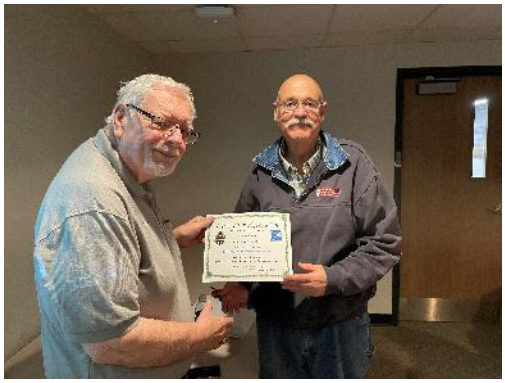
Continue working on your projects and remember to share your progress with us.

Remember,
Model Railroading is Fun!
Mike

Division News

Division Meeting Held on Dec 16, 2023

Rich Mahaney (NCR President) was our clinician for this day's event attended by 19 individuals.



Thanks, Rich, for Hosting, Mike

Rich's Clinic discussed "Industries on your Railroad". Determining what a particular factory produces will also determine what type of freight cars will service a particular industry. There is material that the factory receives to manufacture a certain product and final products that the factory ships to the end customer. Rich mentioned that he makes small signs that he adds to his fascia describing what each factory has for incoming and outgoing materials.

Show and Tell:

John Campbell's first Train Set. No, it was not a Lionel. Zoom in and take a closer look.

David Zolnierek. Adding Pinecones to an Evergreen using Sesame Seeds.

Al Johnson's Micro Mark Tools that pick up and hold small Screws for easier Assembly.

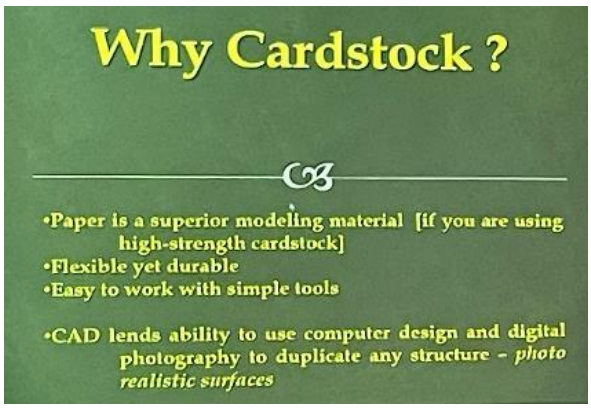
Division News

Division Meeting Held on Jan 20, 2024

Another great clinic Hosted by Dr. Jim Gore, MMR from New Hampshire. The presentation was on Paper Models.

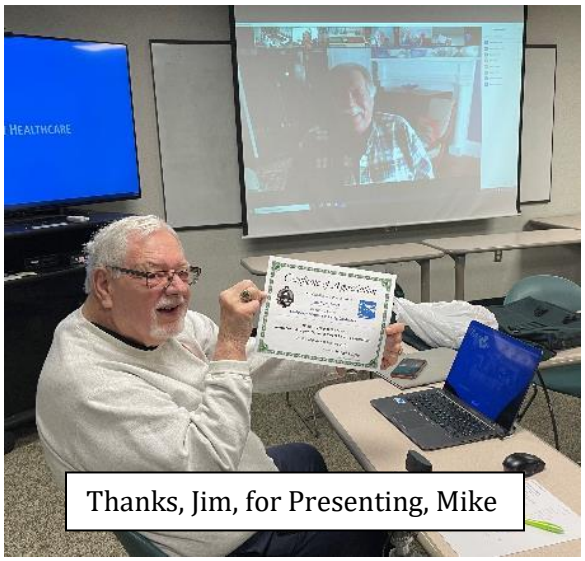
Jim mostly uses a software package from Clever Models LLC (www.clevermodels.squarespace.com) ink jet printing them using 110 lb. Card Stock. Buildings are built in layers. Work is a little tedious, but the results are fantastic.

Our meeting was attended by 23 individuals. (17 in person).



Kit Construction

- Tools of the Trade
  - #11 Blades – lots of them
  - straight Pins (inside cuts)
  - Metal straight-edge
  - Glass plate / self-healing cutting mat
  - Acrylic Paints (various shades)
  - #0 or #00 Fine tipped paint brush
  - Dull Cote after printing
  - Felt tip Marker for edges. (after cutting)
  - Chap Sticks
  - Adhesive
    - CAA Super Glue (Thin & Medium Viscosity)
    - PSA (Pressure sensitive adhesive)



Thanks, Jim, for Presenting, Mike

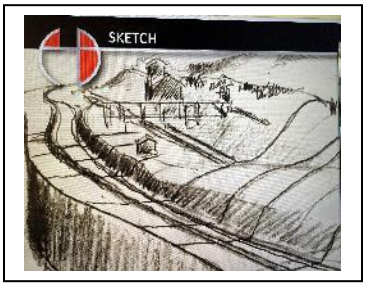
Show and Tell: We had Dr. John Campbell present some of his current structures, Mark Albert discuss his North Shore Electro Liner purchase from a trade show, David Zolnierek's Galloping Goose Pierce Arrow Model that he is currently adding lighting to, Bill McCary's curved wooden Trestle, and Kevin Predmore's 3D printed parts that he is making for Ernie Barry's new Raton Passenger Station on his new 3D Printer.

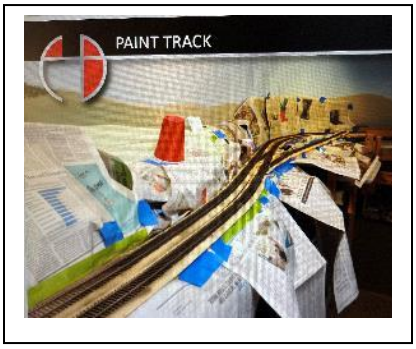
Division News

Division Meeting Held on Feb 17, 2024

We had our largest turnout in several years with 25 attendees (16 live and 9 on zoom).
Ernie Barry provided a great Powerpoint presentation on ***Scenery "The Beloved Curse"***.
Highlights:

- Do your research was discussed:
  - You will need to decide if you will model a prototype scene or freelance.
  - If it is a prototype, do your research by gathering photos and ideas from the Internet.
- Planning tip discussion:
  - Curved track is more interesting than just straight track.
  - You can hide track behind buildings.
  - Consider cuts and fills. Add tunnels and trestles to add interest.
  - Use of 180 degree turnback curves.
  - Decide on color for backdrops, sky type; with or without clouds, and what type of landforms to use based on the railroad location.
- Scenery process discussion:
  - Make a sketch.
  - Use of foam and plaster for the Terrain. Building and shaping the foam. Adding plaster and carving.
  - Type of Foam Carving Tools and plaster tools were discussed.
  - Painting track tips presented.





A thank you certificate presented to Ernie Barry from John Campbell for hosting this clinic.

Division News

Division Meeting Held on Feb 17, 2024

Meeting notes:

- A layout tour of TC area railroads is being planned for the fall of this year.
- A swap meet will be added to our next meeting. Bring your extra stuff and we will have a table to display everyone's items.
- The NMRA is having an Election for certain offices. This is a reminder from Pete Magoun to cast your ballot online.
- Wayne Fort volunteered to start a facebook page for our division. This discussion was reviewed last year. Due to lack of interest, from our division, this idea was shelved. It was also noted that our NCR region does have a Facebook page that you can join.
- Future Clinics:
    - March 16 – David Zolnierek, LED Structure Lighting

    - April 20 – Bob Worrick, Short Line Railroads
    - May 18 – David Capron

LED Lamps are everywhere these days, and present in the everyday devices that we use. With LED's we can now achieve scale illumination and bring our model structures to life. In this clinic-workshop I will cover making the simple gooseneck light fixture, installing fixtures, pulling wire, resistor's calculating, and power supply. Workshop: bring along a small structure that you would like a gooseneck on the exterior, and I will show you how to install, wire and light up your model. (Preferably a building under construction, removable roof, or open floor. So, we can access the interior. Send me a picture of what you have in mind to bring) E-mail me with any questions djzolnierek@gmail.com Hope to see you soon.

Show and Tell:

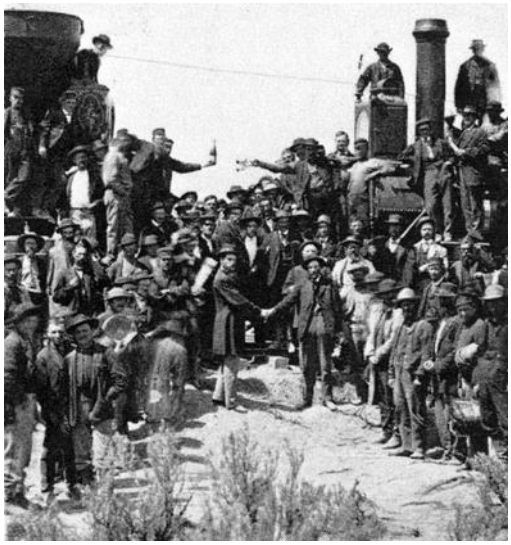
David Zolnierek;
Adding a LED light to a wooden parking lot pole.

Mark Albert;
An Interurban Traction Model purchased from A Dayton Ohio area train show.

Bill McCary;
Coal Mine Model

Chief Clerk's Report

Membership Information from Bob Crocker and Mike Cipko



45 Members, That's Great!

We have currently have 45 Active Members

One of our members, Keith Aleo, proudly displaying his new Division Shirt with his daughter Alexandra.

Paymaster's Report
North Central Region NMRA Division 2

Financial Information

From David J. Zolnierek

Paymaster

Ending February 29, 2024

• **Regular Share Previous Balance, Beginning Feb 2024**	**$447.24**
• **Regular Share Deposits month of February 2024**	**$274.63**
• **Checking Account Beginning Balance Feb 29, 2024**	**$1,431.81**
• **Checking Account Deposits month of Feb 2024**	**$100.00**
• **Withdrawals through February 29, 2024**	**0.00**
• **Ending Balance March 1, 2024**	**$2,253.68**

Around the Division

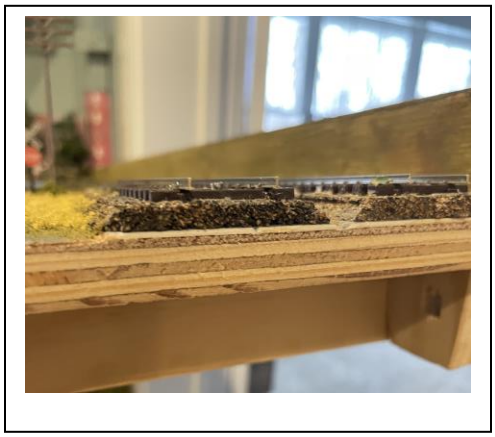
Protecting A Lift Gate Automatically without the need for additional Electronics (to keep trains from falling into the Canyon)

By Jens Hensel

There were 2 articles (April 2020 and the latest in December 2023, (pages 58-59) issues of Model Railroader on how to protect a train from running off the edge of your layout if you have a liftgate that is open to access your railroad room. Both solutions discussed how to electronically build a blocker.

I do have zones controlled by a plunger switch to turn off the power several inches from the gap when the liftgate is open. This does not however consider the fact that you could back up a train or have a keep alive in your loco. (Found this out after). You could end up having a little accident without some other precautions.

I have another solution that I have added to my railroad that does not require any electronics. It is simple a mechanical plunger that springs up when the liftgate is open to block the trains.
You will first need to determine what your plunger travel will be. Mine needed to compress 1 1/8" because of the thickness of the liftgate frame and the distance that the plunger needed to travel above the track.



Liftgate Moving Plywood Frame thickness is ½" where plungers contact.

Fixed Resting area of Liftgate.

Plungers will travel 1 1/8" when pushed down by Liftgate in closed position.
Plungers are ¼" above top of track.
Plungers are offset from centerline of track to miss couplers.

Around the Division

Total Cost per Unit is $4.00

4 Completed and Mounted Blockers

Material List per Unit (Most parts from Amazon):

- 8mm OD x 7 MM ID x 11.81" long Brass round Tubing – uxcell (makes 2 - cut in half)
- ¼" Dia. X 3" long Wooden Dowel – any hardware store.
- 6mm OD, 0.6mm wire size 50mm free length Stainless Steel Spring – uxcell (2 required)
- 8mm (5/16") ID Rubber End Cap – uxcell
- Tube Mounts - 5/16" Rigid Pipe Straps, 2-hole, U Bracket - Bonsicoky

Please note:
You can revise the plunger travel but beware of the spring wire size (should be easy to compress by hand) and travel to solid available on the springs.

Around the Division

Tortoise Control from More Than One Location

By Bill Horning

While planning the track diagram on my Rio Grande Midland Railroad I have a yard area at the base of a long peninsula. The yard includes a wye that occupies a space from one side of the base of the peninsula across to the other side with passing sidings on each leg of the wye. Trains may enter the wye from any one of the three ends with turnouts near each. The problem I encounter is how to allow for a person operating a train approaching this yard from any of the three endpoints of the wye to control Circuitron Tortoise Slow Motion Switch Machines for the turnouts on each of the other endpoints to route the train successfully through the wye and the yard. This requires controlling a\the Tortoise Switch Machine from more than one location. One option is to buy accessory decoders to control the turnouts through my DCC system; but I chose instead a method using items I already had on hand. (Atlas #200 Snap Relays, momentary toggle switches, wire, and diodes)

Here is how I wired everything for controlling the Tortoise motors from two or more locations. I have a power bus to control the Tortoise machines at 16vAC using Red and Black 20-gauge Zip Wire for the bus. I can use this bus to control both the switch machines and the Atlas relays. Unfortunately, there is an electrical incompatibility between these two devices as the Tortoise has constant power applied while in the stall position while the Atlas Snap Relay will burn out if constant power is applied. My solution is to use a Single Pole Double Throw (SPDT) Momentary Toggle Switch (on)-off-(on) to momentarily activate the Atlas Snap Relay then have the relay route power through steering diodes with the appropriate positive or negative pulse to the tortoise throwing the turnout in one direction or the other. The circuit in Diagram 1 shows how this works with just one SPDT Momentary Toggle Switch. The momentary toggle lever can be moved in either direction to activate one of the outer two pins and when released it will spring back to the center off position (momentary on) - normal center off - (momentary on).

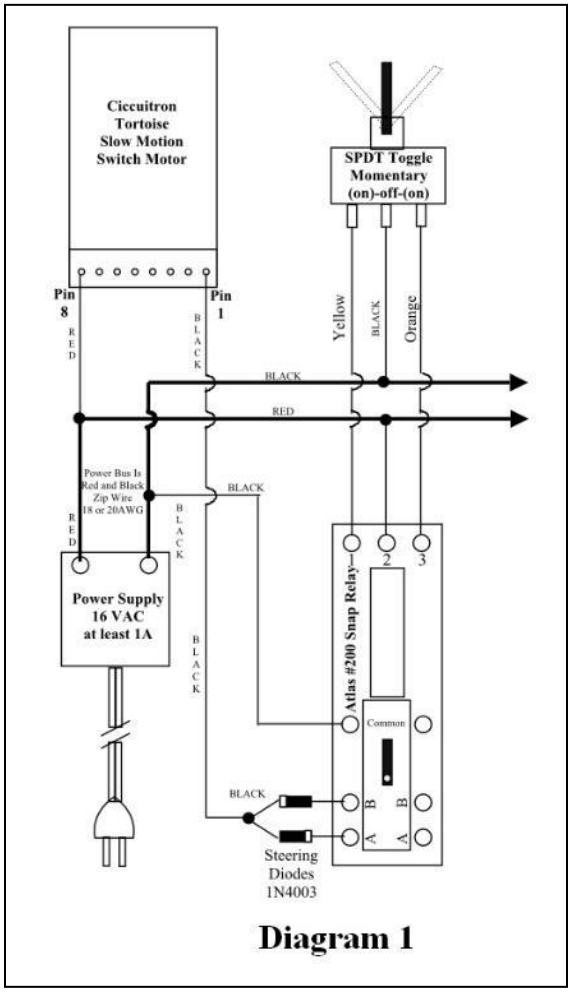


Diagram 1

Around the Division

Here is how the circuit works. There are basically two parts, controlling the relay with the momentary toggle and controlling the Tortoise with constant power from the relay. Power from the turnout control bus Black zip wire is routed to the center contact on the momentary toggle switch through a black wire (use heat shrink tubing on this connection) and to the Common Pin on the Atlas Relay through another black wire. From the power bus a red wire is routed to terminal 2 on the end of the Atlas Relay and another red wire to Pin 8 on the Tortoise. When the toggle is moved to the left position power is routed momentarily from the lower right pin of the toggle through an orange wire to terminal 3 on the relay which completes a circuit to flip the relay to one position. When the toggle is moved to the right position power is routed from the left pin of the toggle through a yellow wire to terminal 1 on the relay which flips the relay to the opposite position. Inside the Atlas relay there is a sliding metal contact strip which connects contact A with the Common contact when the relay is in one position or connects contact B to the Common when the relay is in the opposite position. The Atlas #200 Relay instruction sheet has a diagram of the internal workings of the relay showing these elements. The sliding bar routes power from the common contact either through contact A or contact B then through the steering diodes to Pin 1 on the Tortoise. Inside the Tortoise Pin 1 is connected through the Tortoise motor to Pin 8 so the red wire to the Zip Cord Red bus wire completes the circuit. For consistency I used Red, Black, Yellow, and orange wire for all of the wire leads. Black is for power to the toggle and the relay; Red is the return to the bus from the Atlas Relay and the Tortoise. Yellow and Orange wires go from the momentary toggle to the Relay.

How do those steering diodes function? Household Electricity is Alternating Current (AC) which pulses positive and negative, similar to a wave but sixty times per second. Think of this pulsing as water flowing in a pipe out (positive) then reversing and flowing back (negative). If a check valve is put in the pipe the valve will only allow water to flow out, not back which is how a hand water pump or a sump pump works. The diodes are black with a silver band at one end representing a check valve to the current. If AC is applied to the diode at the end with the band the Positive Pulse (outgoing water flow) is blocked by the diode (check valve) but the Negative Pulse (return water flow) can pass through. If AC is applied to the end without the band the Positive Pulse passes through, but the Negative (reverse) Pulse is blocked. The two steering diodes provide either a positive pulse through one diode or a negative pulse through the other diode to the Tortoise Pin 1 depending on the position of the sliding bar in the relay so only one diode is active at a time. This half wave pulse 60 times per second causes the Tortoise motor to move one direction or the other depending on the positive or negative value applied to its pin 1 and held in that position until the relay changes position to the opposite value.

Around the Division

In order to activate the Atlas Relay from more than one position and to the Tortoise all I have to do is connect all of the yellow wires from the remote momentary toggles to pin 1 of the relay and all of the orange wires from the toggles to pin 3. Check Diagram 2 for how this is done with three momentary toggles. For each turnout near the ends of the wye I will need a separate Atlas relay and momentary toggles to control each of the Tortoise switch machines from multiple locations. At each end of the wye, I group the relays together on a board mounted under the layout and have a small control panel for the toggles on the fascia. A three-conductor cable could be used to route power between the electrical board and each momentary toggle replacing the black, orange, and yellow wires.

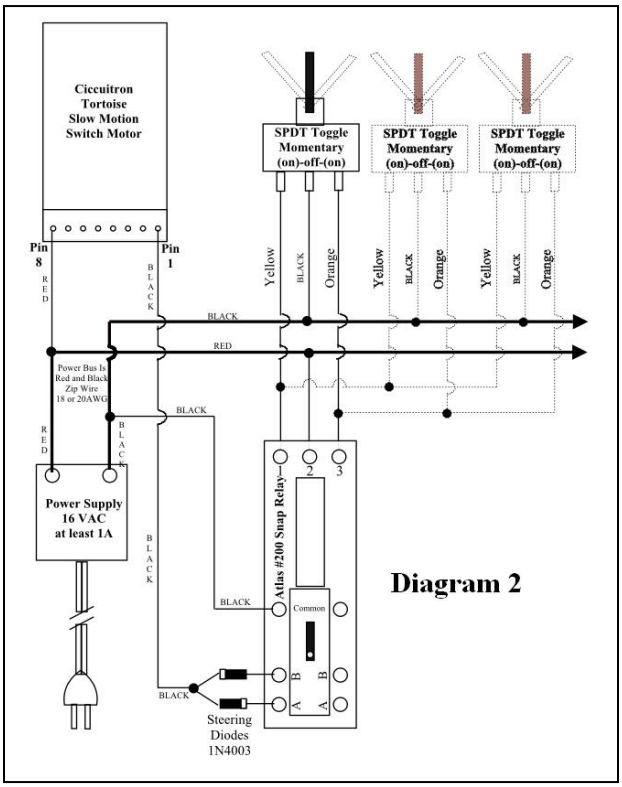


Diagram 2

One caution about using the momentary toggles is that if the toggle is held too long in one position or the other, the Atlas Relay will receive an excessive current which may cause it to overheat and melt. Fortunately, it's happened on the Rio Grande Midland just once so far. Also, it's best to mount the Atlas relay in a horizontal position. When no power is applied to the relay there is no electromagnetic field present, so the magnetic core is free to move. If the relay is in a vertical position the core could drop to the end of the relay and the contact strip could move from Contact A to Contact B which would cause a change in the position of the turnout controlled by the Tortoise.

Materials needed:
Power Supply 16vAC, 1 to 5 Amps
Diodes 1N4003
Toggle Switches SPDT Momentary (on)-off-(on)
Switch Machine Circuitron Tortoise Slow Motion Switch Machine
Relay Atlas #200 Snap Relay

Bus Cable Red/Black Zip Cord 18 gauge or 20 gauge
Hookup Wire 20 gauge or 22-gauge Black, Red, Yellow, Orange

(3 conductor cable could be used for the toggle to relay connections)

Heat Shrink Tubing
A Little Patience

The problem of controlling the Tortoise turnout from more than one location is solved using parts I had on hand. Engineers, Conductors, or a Yardmaster can successfully route trains through the wye from any of the three ends by simply flipping one of the momentary toggles. Also, there is no need to buy an accessory decoder and no need to use a throttle to send switch commands to a Tortoise that controls any of the turnouts. It may not be the most elegant solution, but it solves the problem.

Around the Division

Tracking Great Grandfather's Locomotive

by Bill Horning

Several years ago, one of my daughters started a Family Tree online through Ancestry.com; and a few of us have been adding to it periodically. If you've never tried this and have a little interest, give it a chance as the journey can be both rewarding and at times a little frustrating. You never know what stories may be lurking out there in that historical data wilderness, successes, failures, good deeds, and some not so good.

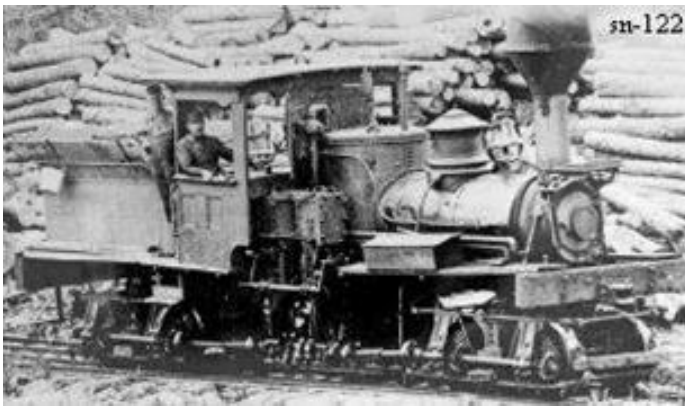
While conducting an online search for information on my Great Grandfather, William Horning, I found a brief biography for him in the Newago County Michigan Archives. I knew there was a connection to Newago; as my grandfather had a chicken farm near there and my parents lived in that area when they first got married. We had visited my grandfather a few times on the farm as a child before he passed but I had little information on my own dad's grandfather, my great grandfather, other than that he was in the lumbering business, died in 1906, and is buried in the Pilgrim Home Cemetery in Holland, Michigan.

According to the biography William was a Civil War veteran and after post war travel to Oregon and Washington, then to Wisconsin, found employment in a shingle mill near Sand Lake, Michigan, and later ran a sawmill in Newago County, Michigan called the Horning and Hart (or Hart and Horning) Lumber Company. The mill was set up a few miles northwest of Woodville, Newago County, Michigan in about 1871. Woodville was eventually connected to the outside world by the Muskegon and Big Rapids Railroad (1873) which became part of the Chicago and West Michigan Railroad (1878) and then the Flint and Pere Marquette Railway (1899). Part of this route still exists between Muskegon and Fremont, Michigan today as CSX. By 1876 there were 71 logging railroads in Michigan.

The sawmill operated until an 1881 fire destroyed it. After a rebuild it produced about 30,000 board feet of lumber daily. Chasing the timber harvest the Horning and Hart mill was moved a few miles east in about 1887 and a small community was formed around the mill called Keno, named after Mr. Horning's dog. Hauling timber from the forest to this mill became mechanized as a three-foot gauge rail line was built and a locomotive purchased second hand. A spur was built from Woodville to Keno. The mill and much of Keno burned in 1895 but apparently the mill was salvaged as the last cut of lumber reportedly was made in 1896 while Keno survived to 1897. Horning was the postmaster of Keno. With the mill gone the town soon faded back into the Newago County countryside but what ever became of that Locomotive?

An online search for more information on the Horning and Hart Lumber Co. revealed a picture of a Shay used to haul wood to the mill, a small loco with "T" boiler and a very large stack. Another search revealed that this Shay locomotive was built by the Lima Locomotive Works for the Rumsey Lumber Company of Big Rapids, Michigan, as their #2 before being bought by Horning and Hart. It appears she carried the #2 almost throughout her lifetime except for her tenure at H & H as #122, its construction number.

Around the Division



The locomotive specifications as built (Shay Locomotives.com):
https://www.shaylocomotives.com/data/factsheet/sn-122.htm

Lima Built: 9/17/1884.	Construction #122.	Class: A 15-2 Cylinders: 2
Trucks: 2	Gauge: 37"	Stroke: 10x8 Gear Ratio: 2.211
Boiler: Boot - 48"	Fuel Type: Coal	Water Cap: 825-gal Wheel Dia: 26"
Empty Wt.: 23,500 lbs.	Sold to Rumsey Lumber Co, Big Rapids, Michigan	

Interesting, from the data it was apparently built as a 37”-gauge locomotive but was at some point converted to 36" gauge by the time it got to Horning and Hart.

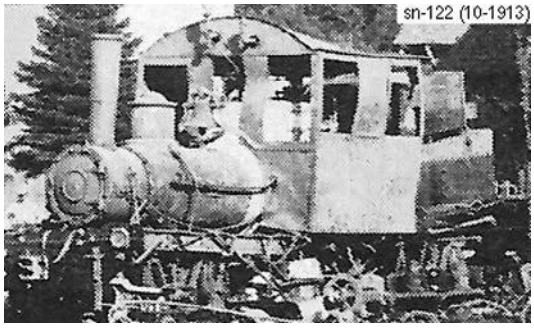
People go where their professions take them and usable equipment where it's needed. With the Michigan logging boom deflated both men and equipment headed west to the tall trees of Washington, Oregon, and California. The same was true of this little locomotive. Here is a list of the owners and history over her Lifetime as noted in a recent book on Shay Locomotives:

Owners:
1884 - Rumsey Lumber Co., #2 Big Rapids, MI
(Converted to 36" gauge)
1890 - Hart & Horning #122, Woodville, MI
1901 - El Dorado Lumber Co. #2, Camino CA
c1905 - Converted to Oil Burner
1911 - C. D. Danaher Pine Co, #2 Camino, CA
1913 - Badly damaged in an engine house fire, rebuilt with a homemade steel cab
1915 - R.E. Danaher Co, #2 Camino, CA

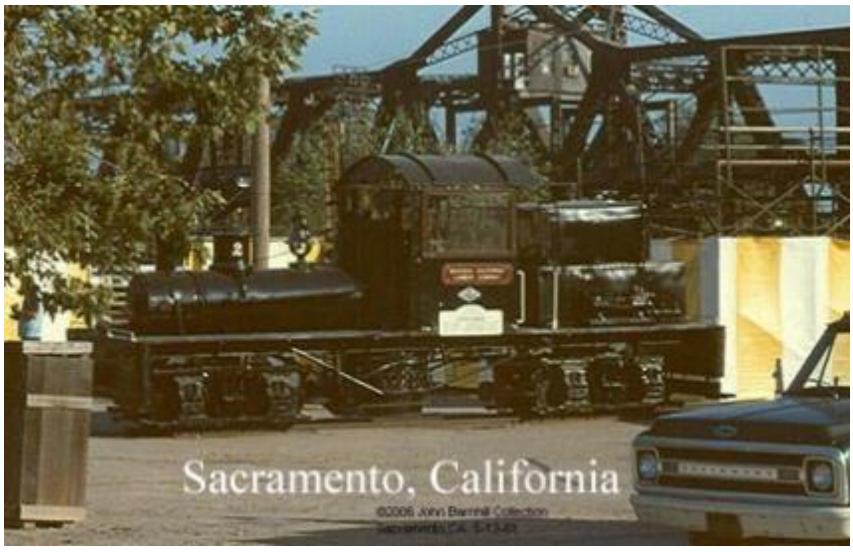
Around the Division

1918 - Michigan-California Lumber Co., #2, Camino CA
1930's - Rebuilt with a new boiler from Lima and a 2nd homemade steel cab.
1938 - Lima provided commemorative plates to note this as the oldest surviving Shay
1949 - Retired from service and stored
1951 - On display at Camino, CA
1968 - Camino, Cable & Northern RR, #2, Camino CA
1981 - Displayed at Rail Fair 1981 Sacramento, CA for 8 days
1994 - Sierra Pacific Industries, remained in Camino CA
1995 - On display Paul Bunyan's Forest Camp Turtle Bay, Redding CA

The little loco apparently had a long career with the Michigan-California Lumber Co., probably doing mostly yard work, before being retired and has had an interesting travel life.



After the Fire



Around the Division

Knowing that the loco still exists, we planned a trip by Amtrak train of course and a rental car, to visit the Turtle Bay Museum in Redding, California in 2021. There she was so I took several pictures of the locomotive in its current display setting.

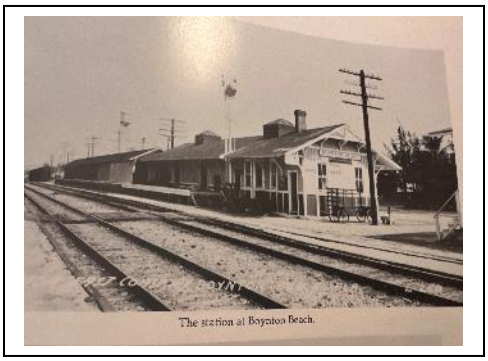
There is a note in "The Shay Locomotive and Illustrated History" citing this locomotive as the oldest known surviving Shay locomotive in the world. There has been talk of returning her to an operable condition but having a "T" boiler apparently it is much more difficult to pass certifications. She's been around a long time, has done a lot of work in the woods, went through fires and rebuilds but still survives. One never knows where these online searches will take us. Happy railroading all.

Around the Division

Close as Possible…for Now.

By Keith Aleo

When I decided to build a freight and passenger station for the 1930's area of my Florida East Coast Railway layout I was challenged with these facts: There aren't any freight/passenger station kits that exactly match the Florida East Coast RR stations. Being relatively new to the hobby, I don't yet have the ability and experience to scratch build a station like this.



Considering these challenges, I decided to go the kit route and try and find a kit that got the feel and essence of the station as close as possible. I was fortunate to find that the Design Preservation Model "Coal River" Station is a close match to the FEC Boynton Beach station.

I airbrushed the model with an old bottle of Polly scale Railbox Yellow to match the Flagler Yellow paint that was used extensively throughout the FEC at that time. I "doctored up" the kit using Motrak Model and KC Workshop roofing materials as well as details by Tichy and ITLA.

Nice Job, Keith

Around the Division

A New Raton Station, by Ernie Barry

My winter project…. finally finished a scratch-built HO model of the Raton, New Mexico railroad station on the Santa Fe mainline in 1952.

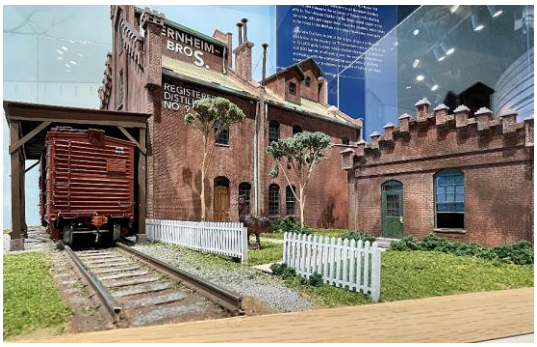
I won't install this on the layout until after operating season is over for us in the "North", as I will have to remove the current stand in station. This will require redoing a significant amount of scenery as this model is quite a bit larger and I don't want to disrupt our operating schedule.

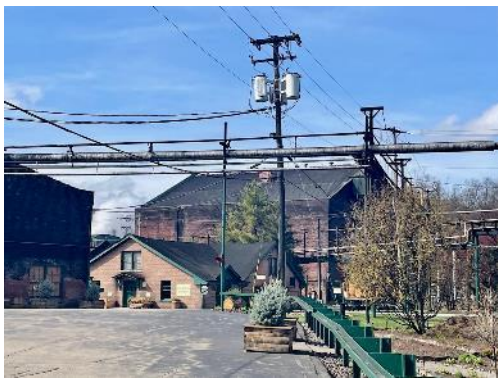
Around the Division

A new Business to Model for your Railroad, by Jens Hensel

We made a stop on the "Bourbon Trail" in Kentucky on the way home from down South. The railroads used to serve Distillers as late as the 1960's. Train loads of grain were delivered to the distilleries and carloads of boxes of whiskey were delivered to the market. The railroads allowed much larger shipments of grain to be delivered at a lower price.

The development of the Interstate Highway System allowed for truckloads of grain to be delivered to the distilleries in a timely manner. Trucks had the advantage of being able to ship the cases of whiskey out of the distilleries and directly to more places. Trucks have since replaced rail cars, but it was the railroad that made the distillery possible.

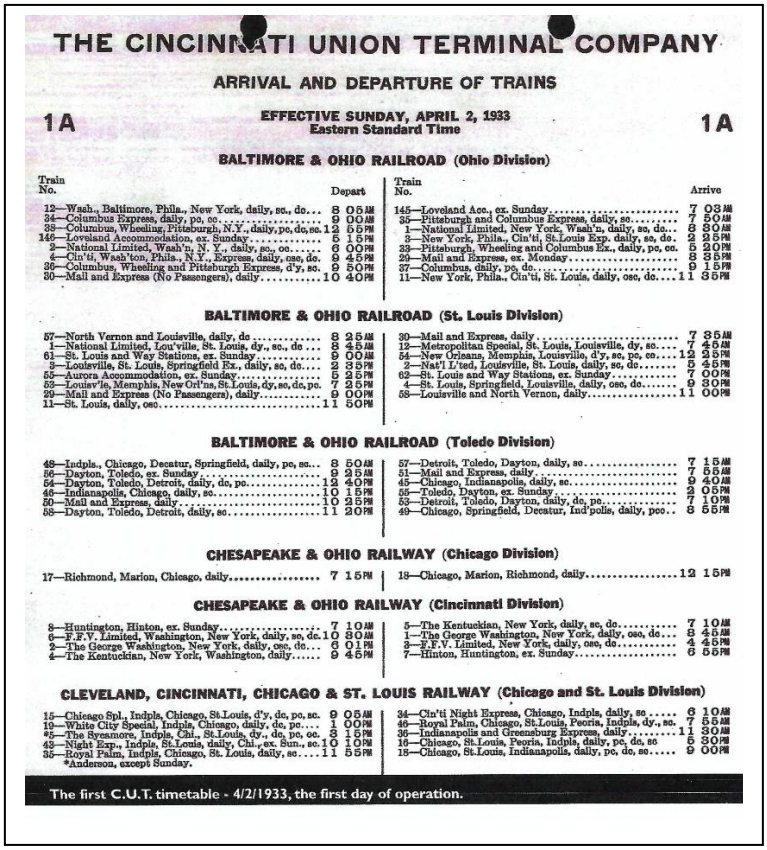




Around the Division

Cincinnati Museum Center by Walt Wyatt

Carolyn and I volunteered at the Cincinnati Museum Center (was the Cincinnati Union Terminal) 2 days a week for 15 years. We did everything from model building to acting as docents at Tower A where the interlocking machine for the station tracks was located. I've been thinking about those of you who love operations. Why not have a city terminal that handles many trains per day and operate it. CUT had 8 platforms each with a track on each side (4 more tracks were added during WWII to handle troop trains). Between the platform tracks was a layover track with electric, water and steam where Pullman cars could be placed as they waited to be transferred from one train to another and not be taken to the coach yard. Each railroad wished to use the same gate and platform for the same train every visit to CUT. And all of this with up to 130 trains passing through the terminal every 24 hours. Now this would be fun for the dispatcher of the model railroad. In the Cincinnati Terminal there was a head dispatcher, and a north and south assistant plus up to 5 lever men. Below is the opening day schedule.



THE CINCINNATI UNION TERMINAL COMPANY

ARRIVAL AND DEPARTURE OF TRAINS

1A — EFFECTIVE SUNDAY, APRIL 2, 1933 Eastern Standard Time — 1A

BALTIMORE & OHIO RAILROAD (Ohio Division)

Train No.	Depart
12—Wash., Baltimore, Phila., New York, daily, sc., do...	8 05 AM
34—Columbus Express, daily, po, oc	9 00 AM
38—Columbus, Wheeling, Pittsburgh, N.Y., daily, po, do, sc, ss	12 55 PM
146—Loveland Accommodation, ex. Sunday	5 15 PM
2—National Limited, Wash'n, N. Y., daily, sc., oc	6 00 PM
4—Cin'ti, Wash'ton, Phila., N.Y., Express, daily, csc, do.	9 45 PM
36—Columbus, Wheeling and Pittsburgh Express, d'y, sc.	9 50 PM
30—Mail and Express (No Passengers), daily	10 40 PM

Train No.	Arrive
145—Loveland Acc., ex. Sunday	7 03 AM
35—Pittsburgh and Columbus Express, daily, sc	7 50 AM
1—National Limited, New York, Wash'n, daily, sc, do...	8 30 AM
3—New York, Phila., Cin'ti, St.Louis Exp. daily, sc, do.	2 25 PM
33—Pittsburgh, Wheeling and Columbus Ex., daily, pc, oc.	5 20 PM
29—Mail and Express, ex. Monday	8 35 PM
37—Columbus, daily, pc, do	9 15 PM
11—New York, Phila., Cin'ti, St. Louis, daily, osc, do....	11 35 PM

BALTIMORE & OHIO RAILROAD (St. Louis Division)

57—North Vernon and Louisville, daily, dc	8 25 AM
1—National Limited, Lou'ville, St. Louis, dy., sc., de	8 45 AM
61—St. Louis and Way Stations, ex. Sunday	9 00 AM
3—Louisville, St. Louis, Springfield Ex., daily, sc, do.	2 35 PM
55—Aurora Accommodation, ex. Sunday	5 25 PM
53—Louisv'le, Memphis, New Orl'ns, St.Louis, dy, sc, do, po.	7 25 PM
29—Mail and Express (No Passengers), daily	9 00 PM
11—St. Louis, daily, osc	11 50 PM

30—Mail and Express, daily	7 35 AM
12—Metropolitan Special, St. Louis, Louisville, dy, sc	7 45 AM
54—New Orleans, Memphis, Louisville, d'y, sc, po, sc	12 25 PM
2—Nat'l L'ted, Louisville, St. Louis, daily, sc, do	5 45 PM
62—St. Louis and Way Stations, ex. Sunday	7 00 PM
4—St. Louis, Springfield, Louisville, daily, osc, do	9 30 PM
58—Louisville and North Vernon, daily	11 00 PM

BALTIMORE & OHIO RAILROAD (Toledo Division)

48—Indpls., Chicago, Decatur, Springfield, daily, pc, sc	8 50 AM
56—Dayton, Toledo, ex. Sunday	9 25 AM
54—Dayton, Toledo, Detroit, daily, do, po	12 40 PM
46—Indianapolis, Chicago, daily, sc	10 15 PM
50—Mail and Express, daily	10 25 PM
58—Dayton, Toledo, Detroit, daily, sc	11 20 PM

57—Detroit, Toledo, Dayton, daily, sc	7 15 AM
51—Mail and Express, daily	7 55 AM
45—Chicago, Indianapolis, daily, sc	9 40 AM
55—Toledo, Dayton, ex. Sunday	2 05 PM
53—Detroit, Toledo, Dayton, daily, do, pc	7 10 PM
49—Chicago, Springfield, Decatur, Ind'polis, daily, pcc..	8 55 PM

CHESAPEAKE & OHIO RAILWAY (Chicago Division)

17—Richmond, Marion, Chicago, daily	7 15 PM

18—Chicago, Marion, Richmond, daily	12 15 PM

CHESAPEAKE & OHIO RAILWAY (Cincinnati Division)

8—Huntington, Hinton, ex. Sunday	7 10 AM
6—F.F.V. Limited, Washington, New York, daily, sc, do.	10 30 AM
2—The George Washington, New York, daily, osc, do...	6 01 PM
4—The Kentuckian, New York, Washington, daily	9 45 PM

5—The Kentuckian, New York, daily, sc, do	7 10 AM
1—The George Washington, New York, daily, osc, do...	8 45 AM
3—F.F.V. Limited, New York, daily, osc, do	4 45 PM
7—Hinton, Huntington, ex. Sunday	6 55 PM

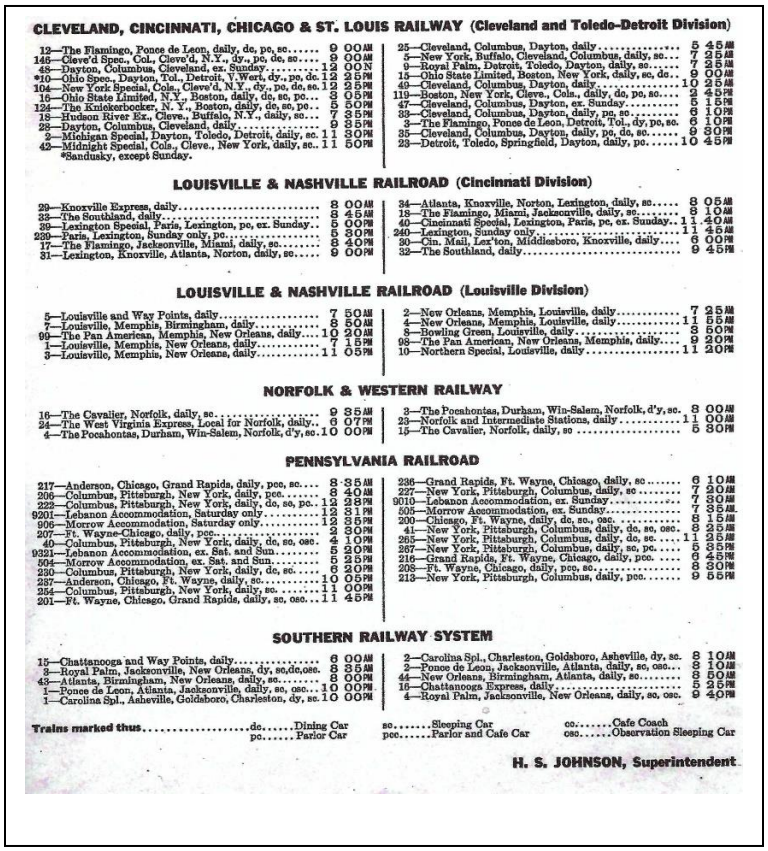
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY (Chicago and St. Louis Division)

15—Chicago Spl., Indpls, Chicago, St.Louis, d'y, dc, po, sc.	9 05 AM
19—White City Special, Indpls, Chicago, daily, dc, po	1 00 PM
*5—The Sycamore, Indpls, Chi., St.Louis, dy., do, po, oc.	8 15 PM
43—Night Exp., Indpls, St.Louis, daily, Chi., ex. Sun., sc.	10 10 PM
35—Royal Palm, Indpls, Chicago, St. Louis, daily, sc	11 55 PM

*Anderson, except Sunday.

34—Cin'ti Night Express, Chicago, Indpls, daily, sc	6 10 AM
46—Royal Palm, Chicago, St.Louis, Peoria, Indpls, dy., sc.	7 55 AM
36—Indianapolis and Greensburg Express, daily	11 30 AM
16—Chicago, St.Louis, Peoria, Indpls, daily, pc, do, sc	5 30 PM
18—Chicago, St.Louis, Indianapolis, daily, pc, do, sc	9 00 PM

The first C.U.T. timetable - 4/2/1933, the first day of operation.



CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY (Cleveland and Toledo-Detroit Division)

12—The Flamingo, Ponce de Leon, daily, dc, po, sc	9 00 AM
146—Cleve'd Spec., Col., Cleve'd, N.Y., dy., pc, dc, sc	9 00 AM
48—Dayton, Columbus, Cleveland, ex. Sunday	12 00 N
*10—Ohio Spec., Dayton, Tol., Detroit, Y.Wert, dy., po, dc	12 25 PM
104—New York Special, Cols., Cleve'd, N.Y., dy., po, do, sc	12 25 PM
16—Ohio State Limited, N.Y., Boston, daily, dc, sc, po	3 05 PM
124—The Knickerbocker, N. Y., Boston, daily, dc, sc, po	5 50 PM
18—Hudson River Ex., Cleve., Buffalo, N.Y., daily, sc	7 35 PM
28—Dayton, Columbus, Cleveland, daily	9 35 PM
2—Michigan Special, Dayton, Toledo, Detroit, daily, sc	11 30 PM
42—Midnight Special, Cols., Cleve., New York, daily, sc	11 50 PM

*Sandusky, except Sunday.

25—Cleveland, Columbus, Dayton, daily	5 45 AM
5—New York, Buffalo, Cleveland, Columbus, daily, sc	7 25 AM
9—Royal Palm, Detroit, Toledo, Dayton, daily, sc	7 35 AM
15—Ohio State Limited, Boston, New York, daily, sc, do	9 00 AM
49—Cleveland, Columbus, Dayton, daily	10 25 AM
119—Boston, New York, Cleve., Cols., daily, do, pc, sc	2 45 PM
47—Cleveland, Columbus, Dayton, ex. Sunday	5 15 PM
33—Cleveland, Columbus, Dayton, daily, pc, sc	6 10 PM
3—The Flamingo, Ponce de Leon, Detroit, Tol., dy, pc, sc	6 10 PM
35—Cleveland, Columbus, Dayton, daily, pc, do, sc	9 30 PM
23—Detroit, Toledo, Springfield, Dayton, daily, pc	10 45 PM

LOUISVILLE & NASHVILLE RAILROAD (Cincinnati Division)

29—Knoxville Express, daily	8 00 AM
33—The Southland, daily	8 45 AM
39—Lexington Special, Paris, Lexington, pc, ex. Sunday	5 00 PM
239—Paris, Lexington, Sunday only, pc	5 30 PM
17—The Flamingo, Jacksonville, Miami, daily, sc	8 40 PM
31—Lexington, Knoxville, Atlanta, Norton, daily, sc	9 00 PM

34—Atlanta, Knoxville, Norton, Lexington, daily, sc	8 05 AM
18—The Flamingo, Miami, Jacksonville, daily, sc	8 10 AM
40—Cincinnati Special, Lexington, Paris, pc, ex. Sunday	11 40 AM
240—Lexington, Sunday only	11 45 AM
30—Cin. Mail, Lex'ton, Middlesboro, Knoxville, daily	6 00 PM
32—The Southland, daily	9 45 PM

LOUISVILLE & NASHVILLE RAILROAD (Louisville Division)

5—Louisville and Way Points, daily	7 50 AM
7—Louisville, Memphis, Birmingham, daily	8 50 AM
99—The Pan American, Memphis, New Orleans, daily	10 20 AM
1—Louisville, Memphis, New Orleans, daily	7 15 PM
3—Louisville, Memphis, New Orleans, daily	11 05 PM

2—New Orleans, Memphis, Louisville, daily	7 25 AM
4—New Orleans, Memphis, Louisville, daily	11 55 AM
8—Bowling Green, Louisville, daily	3 50 PM
98—The Pan American, New Orleans, Memphis, daily	9 20 PM
10—Northern Special, Louisville, daily	11 20 PM

NORFOLK & WESTERN RAILWAY

16—The Cavalier, Norfolk, daily, sc	9 35 AM
24—The West Virginia Express, Local for Norfolk, daily	6 07 PM
4—The Pocahontas, Durham, Win-Salem, Norfolk, d'y, sc	10 00 PM

3—The Pocahontas, Durham, Win-Salem, Norfolk, d'y, sc.	8 00 AM
23—Norfolk and Intermediate Stations, daily	11 00 AM
15—The Cavalier, Norfolk, daily, sc	5 30 PM

PENNSYLVANIA RAILROAD

217—Anderson, Chicago, Grand Rapids, daily, pcc, sc	8 35 AM
206—Columbus, Pittsburgh, New York, daily, pcc	8 40 AM
222—Columbus, Pittsburgh, New York, daily, do, sc, pc	12 28 PM
9201—Lebanon Accommodation, Saturday only	12 31 PM
906—Morrow Accommodation, Saturday only	12 35 PM
207—Ft. Wayne-Chicago, daily, pcc	2 30 PM
40—Columbus, Pittsburgh, New York, daily, dc, sc, osc	4 10 PM
9231—Lebanon Accommodation, ex. Sat. and Sun	5 20 PM
504—Morrow Accommodation, ex. Sat. and Sun	5 25 PM
230—Columbus, Pittsburgh, New York, daily, dc, sc	6 20 PM
237—Anderson, Chicago, Ft. Wayne, daily, sc	10 05 PM
254—Columbus, Pittsburgh, New York, daily, sc	11 00 PM
201—Ft. Wayne, Chicago, Grand Rapids, daily, sc, osc	11 45 PM

236—Grand Rapids, Ft. Wayne, Chicago, daily, sc	6 10 AM
227—New York, Pittsburgh, Columbus, daily, sc	7 20 AM
9010—Lebanon Accommodation, ex. Sunday	7 30 AM
505—Morrow Accommodation, ex. Sunday	7 35 AM
200—Chicago, Ft. Wayne, daily, dc, sc, osc	8 15 AM
41—New York, Pittsburgh, Columbus, daily, do, sc, osc	8 25 AM
205—New York, Pittsburgh, Columbus, daily, do, sc	11 25 AM
267—New York, Pittsburgh, Columbus, daily, sc, pc	5 35 PM
216—Grand Rapids, Ft. Wayne, Chicago, daily, pcc	6 45 PM
208—Ft. Wayne, Chicago, daily, pcc, sc	8 30 PM
213—New York, Pittsburgh, Columbus, daily, pcc	9 55 PM

SOUTHERN RAILWAY SYSTEM

15—Chattanooga and Way Points, daily	6 00 AM
3—Royal Palm, Jacksonville, New Orleans, dy, sc, dc, osc	8 35 AM
43—Atlanta, Birmingham, New Orleans, daily, sc	8 00 PM
1—Ponce de Leon, Atlanta, Jacksonville, daily, sc, osc	10 00 PM
1—Carolina Spl., Asheville, Goldsboro, Charleston, dy, sc	10 00 PM

2—Carolina Spl., Charleston, Goldsboro, Asheville, dy, sc	8 10 AM
2—Ponce de Leon, Jacksonville, Atlanta, daily, sc, osc	8 10 AM
44—New Orleans, Birmingham, Atlanta, daily, sc	8 50 AM
16—Chattanooga Express, daily	5 25 PM
4—Royal Palm, Jacksonville, New Orleans, daily, sc, osc.	9 40 PM

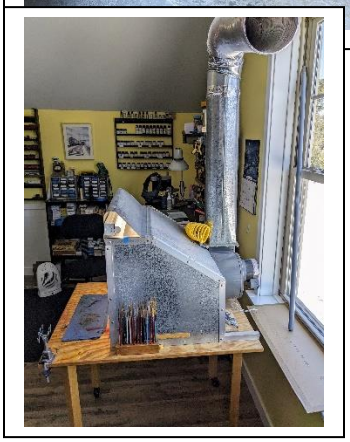
Trains marked thus: dc.....Dining Car; po.....Parlor Car; sc.....Sleeping Car; pcc.....Parlor and Cafe Car; oc.....Cafe Coach; osc.....Observation Sleeping Car

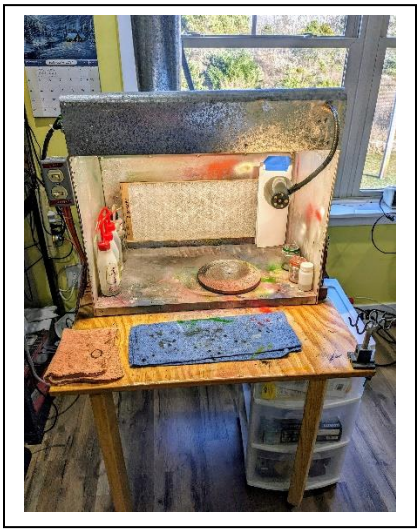
H. S. JOHNSON, Superintendent

Around the Division

Spray Booth by Walt Wyatt

Back in the 70s when our Cincinnati Division was small and later when I volunteered at the Cincinnati Museum Center, I became the air brush guy. My favorite paint was Floquil as it would bond to anything, which was very important to operators. But Floquil fumes are very toxic. I needed a spray booth to vent to the outside of my home and big enough to handle "O" scale. None of the hobby booths for sale met my needs. Pictured is the booth I built from galvanized sheet metal, aluminum angles and pop rivets. Since I was using flammable paints, I bought a Dayton blower (not fan) with a squirrel cage blower and most importantly, the motor is exterior, not in with the blower. I used cheap furnace filters since overspray quickly clogs them. I also installed a florescent tube behind glass at the top for lighting. That was not ideal as it gives a shadowless light, not good for painting so I added a second incandescent light bulb on a goose neck. The lights and blower were on separate switches for convenience. In Cincinnati the booth was mounted on the wall in my basement shop and vented through the basement wall to the outside. Here in Hope MI., I have no basement so I must model in an extra second floor room, so the booth is on a cart and is vented out a window. My booth is 24" wide, 18" deep, 16" high in the front and 11" high in the rear. The vent from the blower is 6" in diameter with a 90-degree swivel. You can build to meet your needs and space. The most important item for me is the external blower motor as I use a lot of acetone Tru-Color paints.



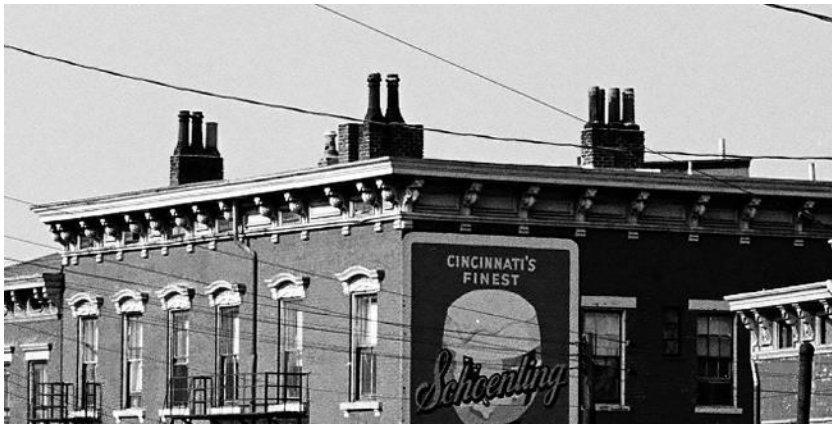


Guest Pages

Let your Chimneys "Go To Pot" by Mark Albert MCR Division 7

Sometimes an overlooked detail can add interest and charm, but ingenuity and resourcefulness may be required.

When most houses and buildings burned fuel such as coal or natural gas for heating and cooking, you could expect to see one or more chimneys on the roof. Typically, these chimneys were brick, and many were topped with chimney pots—pipe-like fixtures made of kiln-fired clay that were mortared to the opening of each flu. These "pots improved the draft that helped pull fumes from stoves, fireplaces, or furnaces inside the buildings. Chimney pots were often rather fancy and decorative, with a charm all their own.



Old houses and buildings in urban centers had many chimneys topped with decorative but functional clay pots. This is a scene from Cincinnati's Over-the-Rhine neighborhood in the 1970s.

Oddly, chimney pots are seldom modeled on buildings appearing on layouts that depict eras after the late 19th century, especially in urban settings. As far as I know, no HO-scale detail parts of chimney pots have never been available.

Here is a view of my model townhouses showing chimneys and their fancy clay pots. Sources include HO-scale drinking fountains and cannon barrels for ship models.

Guest Pages

However, realistic chimney pots can be created from several sources, but they are not designated as such and will need some work to serve as this detail. The most realistic I have found are actually HO-scale drinking fountains (kit 7113) from Chooch, a manufacturer of cast metal detail parts. Unfortunately, this company is now out of business. Sets occasionally pop up on eBay. To transform a drinking fountain into a chimney pot, the bowl simply can be removed, and the stump drilled out a bit to resemble the hollow opening of the pot.

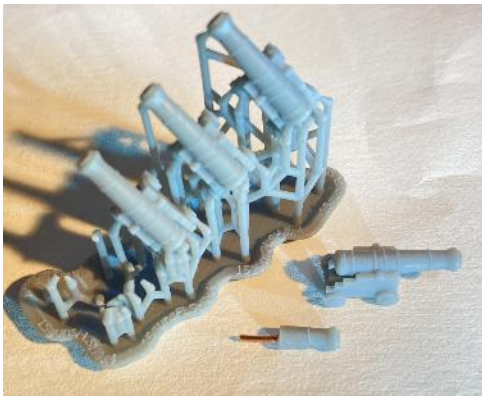
When available, pedestals for drinking fountains are my favorite source of chimney pots.

More likely to be available readily are dummy cannon barrels for model ships. For example, see https://www.cornwallmodelboats.co.uk/acatalog/30471-Dummy-Cannon-Barrel-8mm-30471.html. These pieces are ready to be inserted into an opening at the top of the chimney.

Turned brass dummy cannon barrels from ship model suppliers make reasonably realistic chimney pots.

Guest Pages

Another current source I have found is 3D-printed naval cannons in resin. The ones shown here are from a dealer I found at a gathering of military wargamers. (Several suppliers can be found by doing an Internet search.) The front of the barrel is cut off to create a reasonable resemblance to a traditional chimney pot, as shown here.



3D printed ship cannon can be a source of HO scale chimney pots. The front of the barrel has the appropriate shape. Note the short length of wire inserted in the cut-off portion for attaching it securely on the top of the model chimney.

To attach any of the pots (except the brass dummy cannon barrels) to the top of a chimney, you can simply glue it in place. For a more secure attachment, I usually drill a hole into the bottom of the pot and glue in a short piece of wire. This wire can be inserted into a suitable hole drilled into the top of the chimney. This method makes the pot almost impossible to knock off accidentally.

Colors for chimney pots range from cream, light gray, terracotta (brownish orange) to a common brick reds and tans. Of course, using a variety of colors adds to realism. Inexpensive acrylic paints from craft stores works fine. Note that most pots quickly collected a coating of grimy soot, which easily can be simulated with black chalk dust.

What about the chimneys these pots are attached to? Many kits from such manufacturers as Design Preservation Models and City Classics include chimney pieces. If you are scratchbuilding or kitbashing, you can make your own chimneys by using commercial products from Tichy or Grandt Line. To make a wider chimney for two or more flues (a quite common configuration), square chimneys can be sanded flat on one side and the sanded sides glued together. In any case, if these commercial products are molded with a hollow interior, you will have to add a flat base at the top to support the chimney pot.

Today, chimney parts are disappearing as old houses and tenements are demolished or rehabbed. Of course, few buildings built after 1920 or so had chimneys that might call for pots. Today, most houses are built with no chimneys at all or the duct from the fireplace is clad in siding to match the rest of the house.

Even if you don’t need chimney pots for your structure models, checking for distinctive details that might be missing and then finding creative ways to acquire them is part of the challenge of this great hobby.

Guest Pages

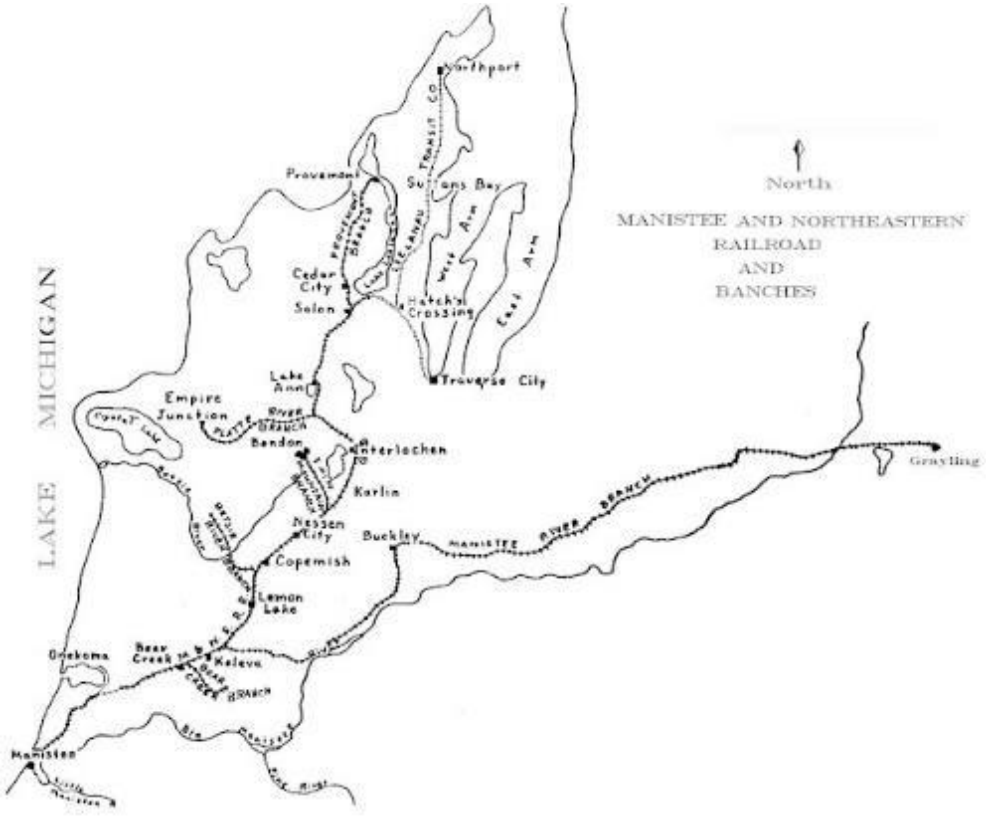
The Manistee & Northeastern Railroad information provided by Rich Mahaney - NCR President, reprinted from Various Sources

The Manistee & NorthEastern Railroad was a short-line railroad operating in the northern Lower Michigan peninsula between Traverse City and Manistee, MI.

Additionally, the line had several branches, most notably from the mainline to Platte River Jct. (abandoned 1924) and Lake Leelanau, MI (abandoned 1944). It was incorporated in 1887, with the first operations beginning in January of 1889.

At its peak, the mainline was over 62 miles in length. (Right of Way)

Via the Leelanau Transit Company, it also traveled north to Northport, MI.



Like most of the rail lines in the region, it was built primarily to haul timber, but also carried passengers and other commodities.

Guest Pages

It was consolidated into the Chesapeake & Ohio in 1955, with much of the right of way being abandoned. Part of the M&N's right of way is now the Leelanau Trail.

The Manistee Democrat on January 10th, 1889, described the trip of the first passenger train as follows:

"The first passenger train was run over the Manistee & NorthEastern Railroad on Sunday last. The train consisted of a new engine and tender, a combination and baggage car, and one coach. The engine and coach arrived from the east on Thursday, this being the second of the company's engines to arrive. The cars have been used for a few months on the eastern road but have been thoroughly overhauled and refurbished and could not now be told from new coaches. They are handsomely painted a dark wine color, the seats are upholstered in red and green plush, and the aisles are covered with matting. They are well lit and are supplied with automatic air brakes and other modern appliances.

"The train left the foot of Third Street at 2:15 with about 70 persons on board. The cars were full but not crowded. The train was in charge of Conductor Cyrus Adams, while engineer John Halter handled the throttle and Fireman George Rich kept the steam up to the required point Edward Buckley and Wm. Douglas were on board and looked carefully after the comfort of their guests and the safety of the train and both appeared happy and satisfied.

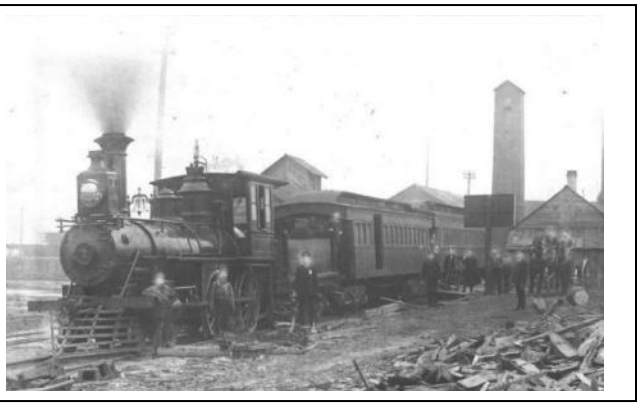
"Just north of the city the road runs through some fine farming land, with numerous improved farms along the entire line. Before many miles are passed the timber becomes mixed with hardwood, and up toward the end of the line pine trees become quite scarce and a thick growth of beech, maple, oak, ash, etc., is seen. The road runs three miles east of Onekama, and a branch has been built into that pretty village. As the train backed into town the natives flocked out to witness the novel sight, astonishment and pleasure depicted in their features.

"At Bear Creek another branch runs east some distance into a fine piece of timber. The road is ironed five miles past this point, but this was as far as the train went. Stops of about ten minutes were made at Onekama and Bear Creek and then the return trip began, the run back to the city, 20 miles, being made in 48 minutes, and the trip taking just an hour and half, no effort being made for speed. Every person on board expressed themselves as highly pleased with the ride, the road, the coaches, and in fact everything.

"The roadbed is in particularly fine shape for a new work and considering the frequent freezing and thawing of the past few weeks. It will average very well with (other) northern Michigan roads. There are several heavy grades on the route, particularly on the Onekama branch. About 28 miles of road are now finished and grading is being pushed rapidly.

"Neat depots are being constructed at Onekama and Bear Creek and work will soon be commenced on those at other points. The location of the depot grounds in this city has not yet been decided on, but for the present, trains will start from the east end of Third Street. An effort should be made by the citizens to have the company located the depot near the River Street crossing. Regular trains will commence running on Monday, and it is probable that a paying passenger business will be done from the start."

Guest Pages



Manistee & NorthEastern engine No. 2 and the two coaches which inaugurated passenger service from this Buckley and Douglas mill site on January 6, 1889." (Manistee News)

The first passenger station was near Ransom Creek

At its greatest extent, the M&NE interchanged with seven railroads:

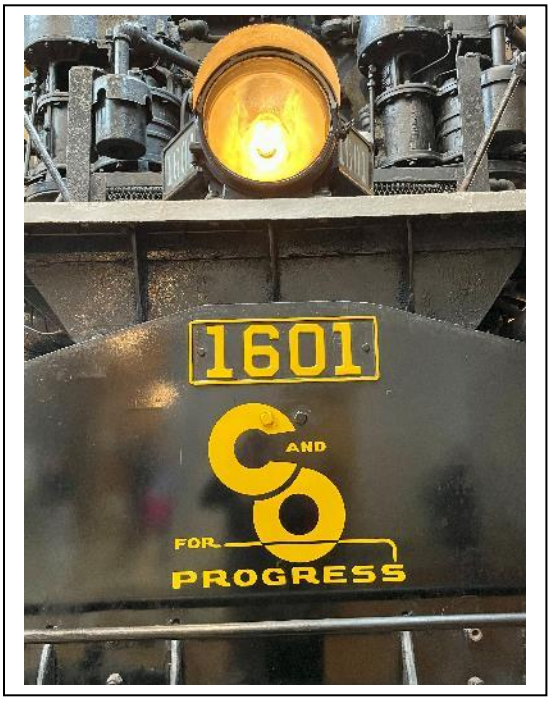
- Ann Arbor RR - Copemish
- Arcadia & Betsey River RR - Copemish
- Empire & South Eastern RR - Honor
- Leelanau Transit Company - Hatch's Crossing
- Michigan Central - Grayling
- Pennsylvania RR - Traverse City
- Pere Marquette - Honor, Manistee, Traverse City, with a connection, also, at Copemish

All steam was retired by the end of 1948 with the arrival of the M&NE's last two diesels. The Spring, 2005 issue of *Locomotive Quarterly* magazine contains an illustrated 14-page article on the M&NE's locomotives.

M&NE #3, the last remaining M&NE locomotive, is preserved at the depot museum in Kaleva, Michigan.

Mystery Location

Who can identify the current location of this locomotive?



Hint:
2-6-6-6
7,500 HP
Builder - Lima Locomotive Works
Build Date – 1941
Retired in 1956

Winter's Newsletter's answer was:
Miniatur Wunderland in Hamburg Germany

AP Corner

Spring 2024

Pete Magoun, MMR©

Ol' Man Wintah is not giving up without a fight; and as I write this it has gone from 73 and sunny yesterday through all sorts of interesting celestial mayhem last night, with thunder, high wind, hail, sleet, "treacherous" roads full of ice here and a temperature drop of over fifty degrees between dusk and dawn. The White Gifts from above were arriving sideways and uphill today; so we cancelled the Op Session for tonight and will re-visit that idea on Saturday. Welcome to Winter in Northern Michigan!

Regular Op Sessions may not be "regular", but we try up here! And that leads me once again to paperwork!

This kind of paperwork is easily accumulated, though, so as you attend an Op Session, take the time to print out the forms for logging your activities as you do them. They're available in the Chief Dispatcher certificate section of the Achievement Program categories here: ttps://www.nmra.org/sites/default/files/2006-soq-dispatch.pdf. As you finish the Session, have the layout owner or another NMRA member verify your entry and move onward. And if you're working on other certificates, recognize that the "paperwork" is no more difficult than writing a fifth-grade paper would be for you today….

So why do this now when you have no particular interest in pursuing that certificate?? Well, several years from now when that Muse visits, you'll have the necessary information logged in and verified. Easy-peasy, and no need to go find your calendar for 2023/2024 that you know you have somewhere in a safe place. Or was that part of the stuff that you tossed a couple of weeks ago? You're going to need fifty hours of Operating, with at least ten in each of three categories, one of which must be Dispatcher. And when somebody asks, you'll already have the data available! If you go to an Op Session elsewhere in the NMRA, log the time! It's all good!

I'm aware of Division 2 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 both of the Engineering certificates. Superintendent Mike Cipko is working diligently on the Chief Dispatcher certificate, using my abuilding railroad as his guinea pig for planning, scheduling, and such. This is all Good News, and they are enjoying the voyage!

AP Corner

But what about 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 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!

02/29/24

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?

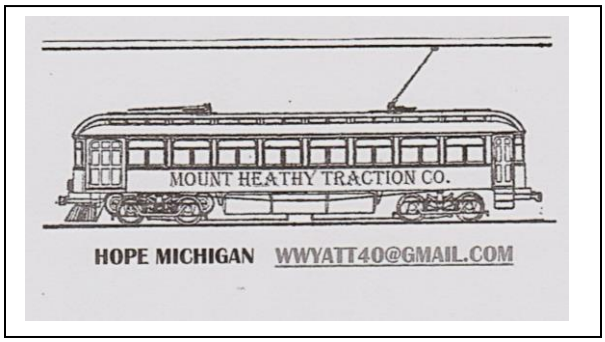
Please reach out to Pete Magoun - MMR©. orion@chartermi.net

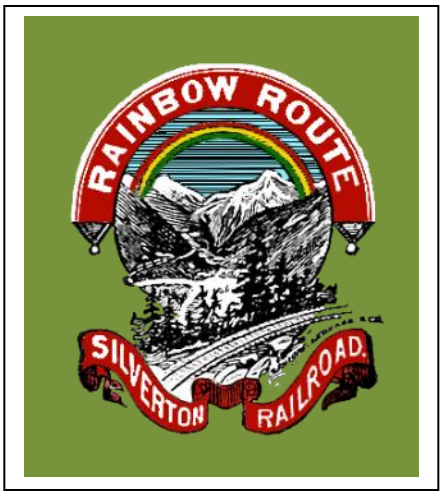
We also have some noteworthy Awards that have been distributed recently:

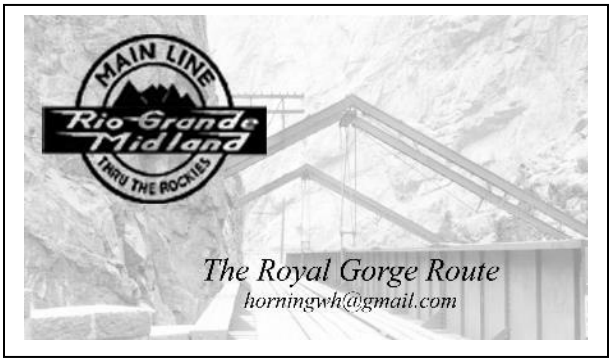
Pete received this Certificate recently from the NMRA. ***A Member for 50 Years!!!***

Way to go Pete!
Jens

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

Division 2 Leadership

• *Superintendent*	*Mike Cipko*	mcipko@charter.net
• *Asst. Superintendent*	*Jens Hensel*	jens.hensel50@gmail.com
• *Chief Clerk*	*Bob Crocker*	rc6sb@charter.net
• *Paymaster*	*David Zolnierek*	djzolnierek@gmail.com
• *Yardmaster North*	*Open Position*	*Any Volunteers??*
• *Yardmaster –TC*	*John Campbell*	Jcampb1513@aol.com
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