

National Model Railroad Association North Central Region

# Division 2 Newsletter

Volume 11 No 5 Spring 2025



July 14-19, 2025  
Registration is open

## DUNEDIN RAILWAY STATION

### DUNEDIN RAILWAYS TICKETS

View schedule and book online at  
[www.dunedinrailways.co.nz](http://www.dunedinrailways.co.nz)  
or book in person at Dunedin i-Site, The Octagon

See Pages 14-15 for an article on the New Zealand Railroads.

# Division Meeting

3<sup>rd</sup> Saturday (or as noted) of each Month

The meetings will continue to be live and virtual via zoom. Meetings are from September through May (We take some time off for the Summer).

Our meeting location is the Foster Family Community Health Center, at 550 Munson Avenue, on the East side of town. Enter the north entrance (under the canopy) and proceed down the left-hand corridor. Near the end, on the right-hand side, you will come to Conference Room A. (or join us on Zoom). The meeting will start at 10:00 AM.

Invitations and other details will be sent 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

Spring is almost here, which means it is spring cleanup time outside. You may also consider adding your model railroad to your spring cleanup activity. Is it time to clean your tracks?

I would like to take this opportunity to thank all of our Division 2 leadership volunteers who help keep our Division active.

A special shout out goes to both Mike Cipko and John Campbell, who have indicated that they will retire from their positions of Superintendent and Yard Master. We will truly miss their leadership. Please see the Chief Clerk's page for information on the up-and-coming election in May. Perhaps you would like to volunteer to run for one of the open positions?

This newsletter relies on articles and photos that we receive from **you**, our members. Have a favorite structure, loco or railroad? Share it with us. Thank you to all of you who have contributed to this newsletter.

Send your photos (JPEG) and articles (MS Word) to us for our future newsletters. Our goal is to publish quarterly in March, June, September, and December. The deadline for submittals will be at the end of the month prior to each quarter.

### Crew Call:

- 3-15-2025  
Division Meeting – Live & Zoom 10:00 – 1:30
- 4-19-2025  
Division Meeting – Live & Zoom 10:00 -1:30
- 5-17-2015  
Division meeting – Live & Zoom 10:00 – 1:30

Watch for the Division Meeting Invites via Email

### On the Switch List:

	Page
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**All Aboard,**  
**Jens Hensel**  
[jens.hensel50@gmail.com](mailto:jens.hensel50@gmail.com)  
**Assistant Superintendent & Newsletter Editor**



## Super Sez...

Spring, will it ever get here? Seems like we've had cold weather and frequent snow since the first of the year. No breaks in the temperatures with many nights hitting single digits. Brr, it's been freezing out there! But wait, I've been working on this article off and on and it is currently 52 degrees with sunny, blue skies.

That's Michigan for you!

Sometimes we think that things never change and everything goes on forever. Not quite the way that things work out. We've recently gained a new division member, as Paul Anderson has relocated from downstate to the Cedar area. Will be a great addition to the group. Welcome Paul!

We have another change coming, as both John Campbell and I will not be running for re-election for our board positions. Nominations and elections are coming in the spring. More information is available in the Chief Clerk's article on another page.

February's zoom meeting was derailed by your Superintendent, and I think I understand what happened. I apparently ended up with two separate Zoom meetings open, one on my laptop and a different meeting on my iPad. Both meetings had their own individual ID's and Passcodes and while I was logged onto one meeting, others were on the other. I didn't realize it at the time. There is a bit of learning curve to Zoom and I'm still learning myself!

**Remember,**

**Elections are coming soon! Would you be willing to run and serve on the Division Board?**

**Mike**

# Division News

## Division Meeting held on Dec 7, 2024

Rich Mahaney (NCR President) was our clinician for this day's event attended by 20 individuals.

Rich presented information on Tank Cars and Hazardous Material Placards.

A tank car is exactly what it sounds like – a large moving tank that carries liquids of just about any kind. From chemicals to food products to the fuel for the cars we drive, tank cars play a major role in transporting the commodities that help us maintain our modern way of life. They also enable safe transportation of hazardous materials, like ethanol and flammable liquids.

There are basically two different types of rail tank cars: pressurized and non-pressurized (low pressure).



Bulk containers transporting hazardous materials are required to be placarded per the Department of Transportation (DOT) regulations in the United States.



A placard provides the viewer with a variety of information through several different methods. First is the color of the placard. Red indicates flammable, green indicates nonflammable, yellow indicates oxidizer, blue indicates dangerous when wet, white indicates inhalation hazard and poison, black and white indicates corrosive (acid and caustic), red and white indicates flammable solid or spontaneously combustible, depending on the color pattern on the placard, white and yellow indicates radiation or radioactive, orange indicates explosives, white with black stripes indicates miscellaneous hazardous materials, and there is another red and white placard that says "dangerous" on it.

A second information indicator is the number in the bottom corner of the diamond. This number refers to the hazard classes as used internationally and by the United States DOT.

There are 9 classes for hazardous materials: • Class 1 explosives • Class 2 gases (flammable, nonflammable, inhalation hazard/poison, or oxygen) • Class 3 liquids that burn (flammable and combustible liquids, based on their flashpoint) • Class 4 flammable solids, spontaneously combustible, or dangerous when wet materials • Class 5 oxidizers and organic peroxides • Class 6 poison/toxic solids and liquids, infectious materials • Class 7 radioactive (three sub classes) • Class 8 corrosives (acids and bases) • Class 9 miscellaneous.

A third indicator is the symbol in the upper corner of the diamond. A variety of symbols are used to indicate combustion, radiation, oxidizers, compressed gas, destruction of materials and skin by corrosives, an explosion, or skull and cross bones to indicate poisons.

The fourth item on a placard is the four digit United Nations (UN) number used for the hazardous material contained in the container. There are hundreds of four digit numbers used, from 1001 (acetylene) to 9279 (hydrogen, absorbed in metal hydride). The number in some cases is specific to a chemical and in other cases reflects a variety of hazardous materials. (For example, 1017 is only used for chlorine, 1005 has five chemical listings, 1993 is used for eight chemical listings and 2810 is used for 36 chemical listings.)



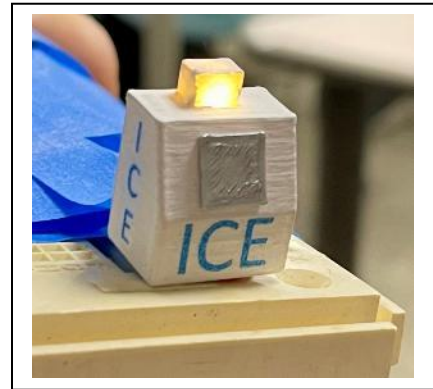
In some cases placards will give the real name of the chemical instead of using the four digit number, or will describe the hazard (flammable, inhalation hazard, radioactive) and not list the chemical name or four digit number.



### Show and Tell for the Day:

Kevin Predmore showed us (and gave each person in attendance) a 3d printed HO Ice Machine.

Thanks Kevin!



Keith Aleo Presented a Tank Car Model from his Florida East Coast RR.

This a Type 21 Tank Car used to transport Water to Key West Florida.

# Division News

## Division Meeting held on Jan. 18, 2025

Ernie Barry and Al Johnson were today's clinicians for this day's event attended by 20 individuals. It was a hands-on event with the topic being weathering. More specifically on how to weather rolling stock. Thanks to both Al and Ernie for bringing the material to help everyone try out weathering their own models.

The use of Pan Pastels and regular chalk was discussed along with what type of applicators to use.



### Show and Tell for the Day:

John Campbell discussed a Jan. 15, 2025, news article from the Wall St Journal about a N.J. Railroad:

#### **A Hobbyist's Death Starts a Race to Save a Railroad**

**Facing possible derailment, model train club seeks buyer for a Rocky Hill New Jersey home; 'somebody that wants to keep the railroad and somebody that wants to keep us'.**

Inherit 3,500 feet of model railway track and 30 of "your strangest new best friends."

Strangest Friends?? What are they insinuating?

# Division News

## Division Meeting held on Feb. 15, 2025

John Campbell was our Clinician today. He discussed “Tuning up your Rolling Stock”.

The items discussed were the following:

- Inspect for proper coupling function, mounting & height. Adjust uncoupling pins.
- Check wheel gauge
- Proper mounting of trucks to bolsters. Tune truck journal boxes. Converting to metal wheelsets.
- Repair of steps, brake wheels and other hardware.
- Discussion of lubricants used for wheelset and wheelset cleaning techniques.



# Division News

## Website

Our website is live – [DIV2.NCRNMRA.org](http://DIV2.NCRNMRA.org). (Cut and paste to your browser to open)

Kevin Predmore has taken over from Sydney as our Webmaster. Thanks to Sydney for her past efforts.

The Website has been updated as of last week. New local railroad photos and writeups have been added. Please take a look.

For those of you who haven't, (our Division Members) and want your railroad to be included, send me photos (jpeg) of your layout with a brief description so we can add it to the website!  
My email is [kpredm@gmail.com](mailto:kpredm@gmail.com).

Anything else that you would like to see on our pages? Please send us your ideas.

## Clinics - Yardmaster News

A note from John,

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



# Chief Clerk's Report

## Membership Information from Keith Aleo

**We have 46 Active Members**

Elections are coming in May.

Would you like to help the NMRA? Would you like to be part of a group of contributing and enthusiastic NMRA members and model railroaders? If so, I'd like to invite you to consider becoming more active in our division and be a part of an incredible team of NMRA model railroaders. Please consider being a nominee for one of the positions that are available.

Nominations Close – April 12, 2025. Election by Email – April 26, 2017.  
Candidates take office – May 17, 2025, at Division meeting.

I have been informed by Mike Cipko and John Campbell that they are not seeking reelection for their 2<sup>nd</sup> terms. Jens Hensel (current Asst. Superintendent – eligible for a 2<sup>nd</sup> term) is considering running for Superintendent, but that still leaves several open positions. Please send me a note or give me a call if you are interested in running for any of the open positions.

Superintendent – Duties include being responsible for the administrative and business functions of the Division and the liaison with the NMRA and beyond. Also, managing the operations, activities, and membership within the division and ensuring all activities align with NMRA rules and regulations while fostering a positive community for model railroad enthusiasts. This position is a two-year term.

Assistant Superintendent - This position is to assist the Division Superintendent in managing the day-to-day operations of a local division, including supporting with member outreach, event planning, communication, and taking on responsibilities when the Superintendent is unavailable. This position is a two-year term.

TC Yardmaster – (Traverse City area) This position is responsible for facilitating clinic activities and helping with geographic membership concerns. This position is a two-year term.

North Yardmaster – (Petoskey area) Same responsibilities as the TC Yardmaster.

Thank you,  
Keith Aleo  
Chief Clerk  
[keith.aleo@interlochen.org](mailto:keith.aleo@interlochen.org)  
954-829-8023

# Paymaster's Report

## North Central Region NMRA Division 2

Financial Information  
From David J. Zolnierek  
Ending Jan 31, 2025

• Regular Share Deposits-e-bonus, donations, div.	\$90.50
• Regular Share (Savings) - ending Balance	\$839.27
• Checking Account- Deposits for the year	\$0.00
• Checking Account Balance - Total for the year	\$1,558.81
• Withdrawals - Total for the year	\$0.00
• Ending Balance in Account as of 31 Jan 2025	\$2,398.08

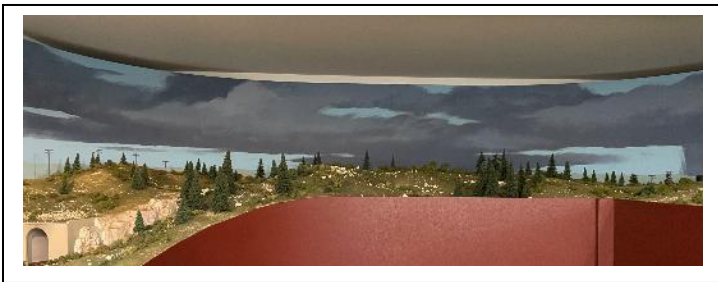


# Around the Division

## Thunderstorms on your Railroad by Ernie Barry

Our editor (Jens Hensel) recently asked me to write an article describing the thunderstorm scene on my railroad (East Raton and Santa Fe) because he heard that the famous rockstar and model railroader, Rod Stewart, was looking to add a lightning effect to his layout that he is currently moving from Los Angeles to England. Now if we can help (ha ha) so be it, but a multimillionaire with a staff to help construct and wire a railroad, I'm sure they'll figure it out on their own. Besides, I'm not sure I'd appreciate his visit, as he's a handsome, famous musician (even at 80) and I'm married to a Rod Stewart groupie from the 70's!!!

All kidding aside, I added this feature to my Raton Pass (elevation 7850') about 10-12 years ago. It was a little bit of an unnatural act as the railroad and scenery was complete at this time.



This installation doesn't represent my finest work as the bench work is very restrictive in this area.... but it does operate quite effectively.

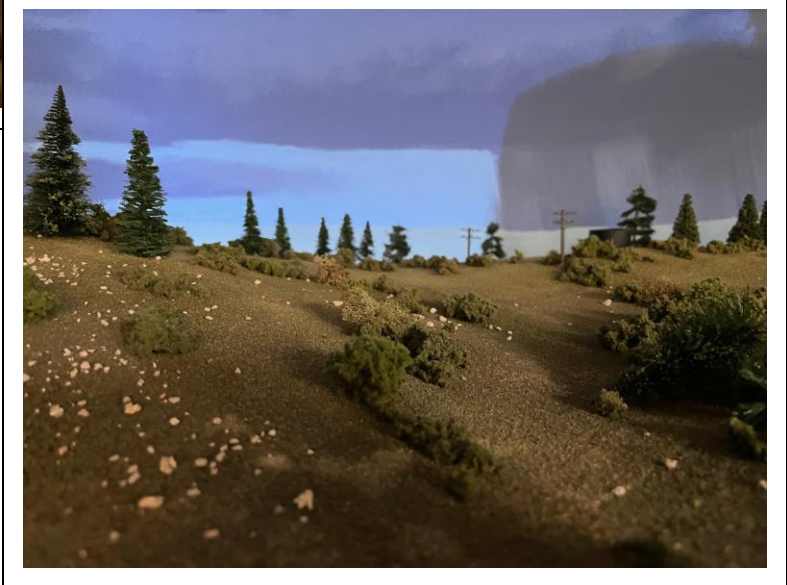


I was able to purchase a circuit board that included sound, LED lightning effects and a 3" speaker. Unfortunately, I cannot remember the supplier and a Google search did not produce results. I could only find a few companies supplying thunder only sound effects, but Broadway Limited does have a system that includes the sound and lightning features and is recently back in production.

My system is triggered with reed switches buried in the roadbed on both approaches to the Raton tunnel. Selected trains have magnets installed on their underside that trigger these effects which begin with the flashing lightning, followed by a rolling thunder sound, lasting 30 seconds.

I've also installed switches for on/off manual and auto activation as a little of this effect goes a long way during an operating session.

This Photo shows the installation under the bench work with crumpled foil reflecting the flashing LED onto the backdrop above the tunnel terrain.



A video is the only way to truly experience the feature, but these photos are stills of the scene with the lighting on and off.

This was a fun project intended to please my grandchildren, but I discovered that adults are also easily entertained by its effect.

Now if I can only keep the tunnel drains clear of the occasional deluge....

# Around the Division

## CARLISLE & FINCH CO.

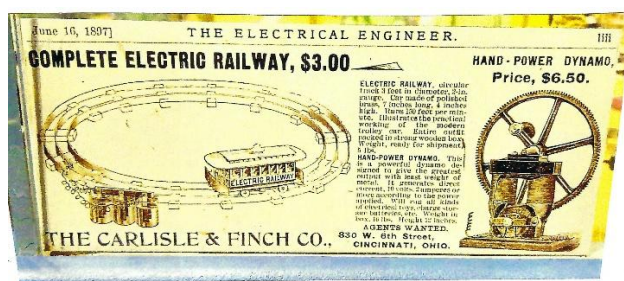
### FIRST IN ELECTRIC TRAINS

By Walt Wyatt



DISPLAY AT HOLIDAY JUNCTION CINCINNATI MUSEUM CENTER 2024

Cincinnati-based Carlisle & Finch Company Produced the world's first toy electric train- line called the #1 Complete Electric Railway In 1896. Their colorful and highly detailed Electric railcars replaced wind-up models and launched a new hobby and holiday tradition of model railroading. The company is still Cincinnati-based though they no longer make model trains. Carlisle & Finch trains are sought after by collectors, both for their historic significance and their craftsmanship. 1904 model train set pictured.



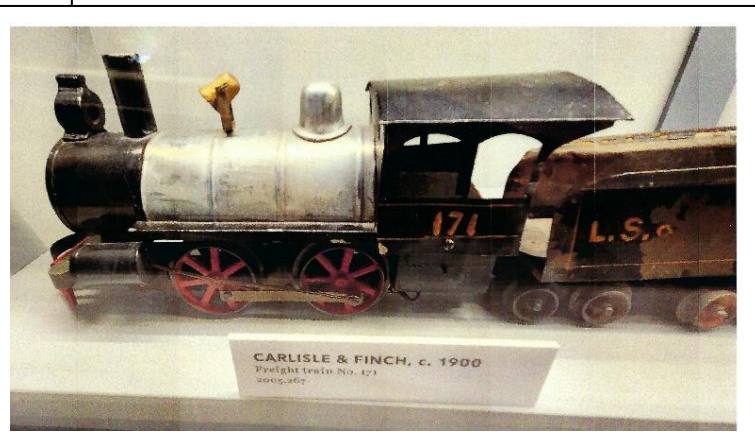
**ELECTRIC RAILWAY**, circular track 3 feet in diameter, 2-in. gauge. Car made of polished brass, 7 inches long, 4 inches high. Runs 150 feet per minute. Illustrates the practical working of the modern trolley car. Entire outfit packed in strong wooden box. Weight, ready for shipment, 5 lbs.

**HAND-POWER DYNAMO**. This is a powerful dynamo designed to give the greatest output with least weight of metal. It generates direct current, 10 volts, 2 amperes or more according to the power applied. Will run all kinds of electrical toys, charge storage batteries, etc. Weight in box, 16 lbs. Height 12 inches.

**AGENTS WANTED.**  
**0 W. 6th Street,**  
**CINCINNATI, OHIO.**

EARLY ADVERTISEMENT

Model train production stopped during WWI when the U.S. government made the company produce search lights. Then making state of the art search light and metal coatings, and nautical equipment, the company never returned to making trains and by this time other companies started making electric trains. (American Flyer 1918 and Lionel 1901).



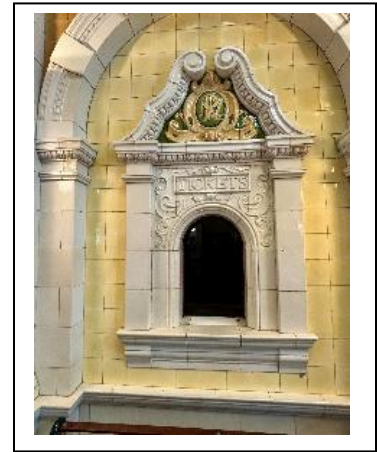
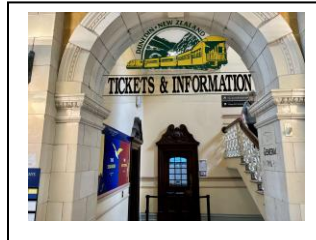
# Around the Division

## The New Zealand Railroads

### By Jens Hensel

Maureen and I toured New Zealand this February. New Zealand has both Freight and Passenger Service. Between 1993 and 2004, a consortium including The Wisconsin Central owned N.Z. Rail. Since the N.Z. Gov't took over in 2008, the Railroad is now called the KIWI Rail. All the trackage is "Narrow Gauge" at 3'6". There is approximately 2,500 miles of track, 1787 Bridges and 150 tunnels in this rugged country split between the north and south island. There is a ferry service that connects the two islands with the DEV Aratere ferry that can handle 32 Rail Wagons as well as passengers and cars.

Maureen and I were fortunate to stop in the city of Dunedin to tour the Exquisite Railroad Station built in 1906. Although no longer used for passenger service, Tourist Trains still operate out of the station.



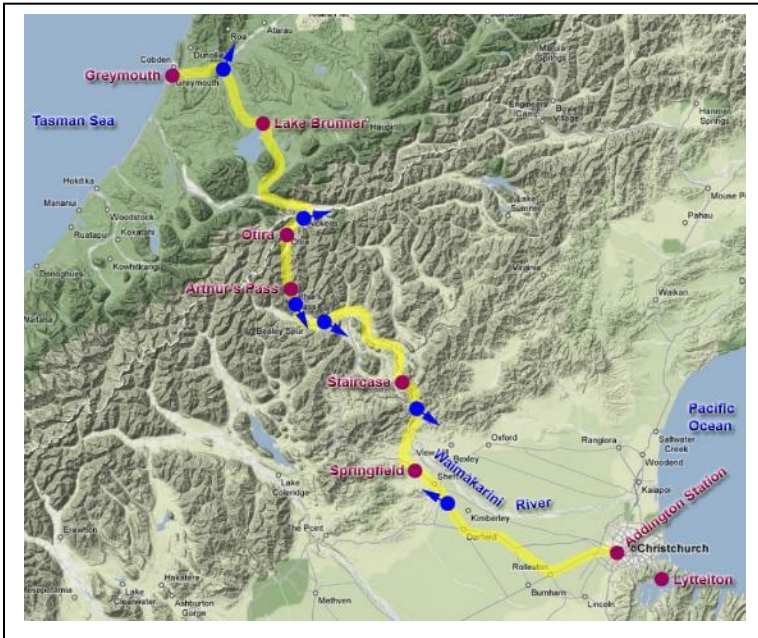
Next to the station was the Toitu Otago Settlers Museum which houses the Josephine Locomotive.

The Josephine is a 0-4-4-OT Double Fairlie Steam Loco 1<sup>st</sup> run on the 11 of Sep. 1872. Built in the Vulcan Factory in England and shipped to New Zealand. Only one is left in existence.

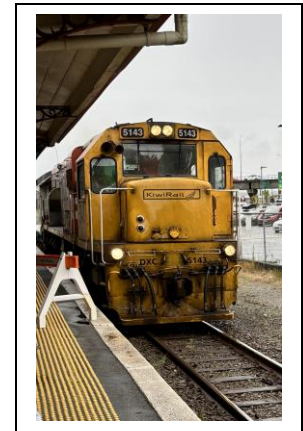


One of our last stops was a ride on the TranzAlpine Express on the South Island. The TranzAlpine Express is part of the "Great Journeys of New Zealand" (a rebrand of KIWI Rail established in 2017). Great Journeys of New Zealand also has two other Train Trips: The Northern Explorer and the Coastal Pacific.

Our train ride started in Greymouth which is on the west side of the Southern Alps and ended in Christchurch. There were four DX Class Diesel Electric locomotives and about 20 coaches.



We went through the 5 Mile long Oira Tunnel, over Arthur's Pass at 2,425 feet (where we dropped off two of the "helper Locomotives"), past cliff lined river gorges and deep ravines, and over a 240' high viaduct. Great views! We covered 139 miles in about 5 hours.

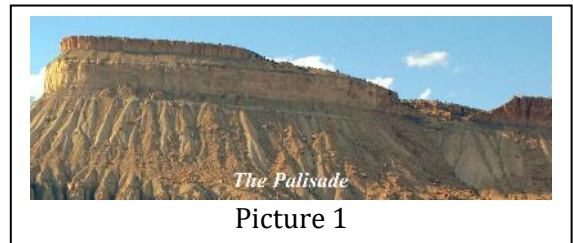


# Around the Division

## Carving a Styrofoam Mesa

### By Bill Horning

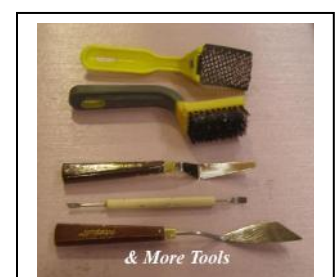
My HO scale Rio Grande Midland Railroad passes through mountains, canyons, and mesa country in central and western Colorado. Creating canyons and mesa scenery to represent that region can be a challenge. The mountains and mesas are huge, far too large to be able to model on my layout, so I needed to make these landforms on a smaller scale but still maintain the flavor of the real world. I have had some success carving rock faces and cliffs out of plaster and have also used flexible rubber molds to cast some of the rock outcroppings, but replicating western Colorado's stratified mesa formations as seen in Picture 1 (near Palisade, Colorado) using these materials will be very difficult. The area I need to scenic has track behind it which must be accessible from the layout aisle from time to time for maintenance, so I need to build removable scenery there. The scenery must be light weight yet sturdy; using Styrofoam was a reasonable choice. Searching the internet, I viewed some well-done videos on carving Styrofoam mountains which piqued my interest. The methods are fairly quick, use a minimum of tools, and have a rather convincing appearance, but they do create a tremendous mess.



The Styrofoam used is not the beaded stuff that comes in packaging material or portable ice coolers but rather the closed cell foam sold as house insulation in 4x8 sheets with various thicknesses from one-half inch to two inches. It's used also by some model railroaders as a base for their roadbed and track. This Styrofoam is found at most local lumber and building supply companies and is usually different shades of pink or blue, but color isn't really important. It's best to find foam without a hard vapor barrier on the flat surfaces as this interferes with the "carving" methods. Because the foam is closed cell it doesn't really carve but rather tears into shapes that give very fine detail for HO and N scale scenery.



The tools I use are rather crude but then the process is also rather crude. Notice I didn't include a hot knife. The fumes created are more than I care to inhale. My primary tools are a wallboard plunge cutting saw, a very sharp serrated kitchen knife, twelve-inch metal rule taken from a combination square, paint scraper with multiple angles, and a hacksaw blade taped at one end to protect my remaining fingers. I also have available bamboo



skewers, a wire brush, a small surform tool, and a couple of pallet knives for use later in the process. A Styrofoam safe adhesive and a putty knife are needed to bond the Styrofoam pieces together. The last and perhaps most important tools are a large waste container, and a good shop vac. Styrofoam tends to develop a static charge and will stick to many surfaces, but the shop vacuum will take it safely away into its dark abyss.

My Styrofoam mesa is over fifteen feet long so I carved it in five manageable sections which all pretty much mate together. Using Styrofoam of different thicknesses may produce the impression of different eras of sedimentary rock layers. For my carving I use just one- and two-inch material. The first task in the process is to roughly cut the Styrofoam into shapes using the wallboard saw producing a stack of Styrofoam quite a bit larger than the expected finished product. I stack them without adhesive first to get a good impression of how the layers relate to the final scenery product and make changes as needed. Elevating one end of the stack or sinking one end further into your base substrate may enhance the effect of uplift that is common in this type of formation. When I'm satisfied with the layers, I check each piece to see if it has plastic sheeting attached to the surfaces. Some foam has a thin layer of plastic on one or both sides which should be removed. It should just peel off.

Before applying any adhesive, I do a thorough cleanup of the area with the shop vac. Loose bits of foam caught between layers will prevent a good adhesive bond and leave gaps in the carving. Since I will need to be able to remove the Styrofoam mesa from time to time I don't put any glue on the bottom layer. It will be glued to the bench sheathing later. I take the second layer and align it with the first and cut out two triangular locating pieces, one near each end. These two triangles will keep the first and second layers aligned with each other. After putting wax paper on the top of layer 1 and its triangles, I lay down a bead of Styrofoam adhesive on top of the second piece of foam, spread it out to an even layer with the putty knife and stack each foam layer one on top of another with adhesive between. It's important to get an even layer of the adhesive as gaps in the adhesive may affect shaping of the "rock" later. Work fast with the adhesive as it will begin to set fairly quickly. After about three or four layers I press bamboo skewers down into the foam to prevent slipping and hold the layers in place. I put these skewers at least three inches away from the front so they won't interfere with subsequent carving. I continue adding layers of Styrofoam and glue until reaching the desired height of the mesa. After the last piece is glued on, I put heavy weights on the stack to hold it all in place while it dries over the next day or two.



Once the rough foam shapes are thoroughly dry, I use the wallboard saw and sharp kitchen knife to cut away the erosion paths that are inherent in this type of rock, see picture 5. Put larger chunks in the waste basket and fire up the shop vac frequently! The goal is just to get a rough outline of what is wanted and once that's achieved, I take the twelve-inch metal rule and using one of the sharp corners I begin to tear away pieces of



foam with a plunge in and pull-out motion which leaves behind some intricate patterns in the foam. I'll also use the corner and end of the metal rule to break off larger chunks. Using the side or the flat end of the rule and scraping parallel to the face of the layers of foam produces the serrated areas seen at the top of the mountain. For finer detail I use the paint scraper's various edges with the same picking motion and scraping.



If some areas look too rough, I'll use the surform tool or the wire brush to smooth it out a bit but not too much, see the lower out wash areas in Picture 1. (insert Picture 8) The tearing detail of the foam is what makes this carving process have a convincing appearance. Styrofoam with a hard layer on the flat surface will sometimes leave a ledge projection which can be cut away with the sharp serrated edge knife.

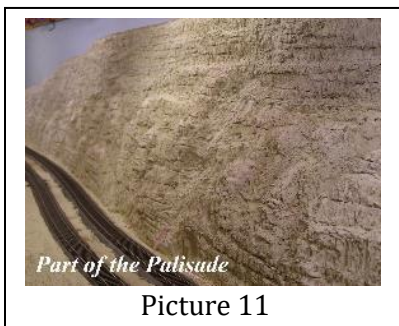


Sedimentary rock faces will often have horizontal or slightly angled fractures which may be made with the hacksaw blade. I pull the blade through the foam trying to keep relatively parallel lines to the strata for those fractures. Time to put the shop vac to work again. I continue carving, brushing, and cleaning until I have achieved an acceptable result. Towards the end I use my fingers to pinch parts of the foam away and may pick at it with other small tools as well.

To make the adjacent section of the mesa I take the first stack and line up the layers of the second stack. To match the profile where the ends meet, I use a marker to draw the profile on the second panel and carve away the extra with the saw, leaving extra foam for the sculpting process. Each additional section uses the same techniques as the first and all have those triangular alignment pieces glued to the first layer. I do the carving away from the layout and place the section I'm working on back on the layout to check the fit and match frequently. If I take too much off at the mating edges of the new piece, I may have to do a little more sculpting on the previous one to get a good match.

Giving the surface a thorough cleaning with a soft brush and the shop vac may reveal areas that need more attention. An area where there is a small hole, or other impairment may be patched with a very small amount of a patching plaster or Sculptamold using a pallet knife or a finger. Do this sparingly as the texture of the patch will not match the texture of the foam and it will be quite obvious once painted.

When the "carving" is complete, I install all the sections on the layout and make any adjustments that may be needed, then I paint the entire foam mountain with my diluted rock colored latex paint using a chip brush to dab paint into the recesses. It may take two or more coats of paint to cover everything. An airbrush may be a more effective way of painting the foam because of the rough surface. I



also paint the front most two inches of the edges where sections meet. After inspection if there is still some foam color bleeding through I spot paint those areas with an artist brush. I also use a diluted India Ink and alcohol solution and lighter rock color highlighting to bring out the depth and detail on the mountain. Picture 11 shows the finished product before any bushes and trees are added. Notice vegetation in the original picture is very sparse and quite small.

If you need more "how to" information, search the internet for "Carving Styrofoam Scenery". There are several videos available that will provide an action view of carving Styrofoam. The process is easy to deal with but be prepared for a lot of mess and keep the shop vac handy. The final product yields a decent representation of scenery found in some areas of canyon and mesa country.

# Around the Division

## Michigan Railroading News

By T.J. Stratton & Jens Hensel



Press release - Feb. 2025:

The Great Lakes Central Railroad, which has for years been partially owned by minority owner WATCO, will now be sold to become a wholly owned subsidiary of WATCO. The sale, which was recently announced to customers, will see the same corporate owner now owning all of the remaining operations of the Ann Arbor Railroad, under the same corporate ownership since the mid-1980's when the line from Toledo to Osmer (north side of Ann Arbor) became property of the Michigan Interstate, while the line north was retained by the State of Michigan. The line from Osmer north is still owned by the State of Michigan.

Speculation is that the two railroads will continue to be operated separately even though they will now share a corporate owner.

Great Lakes Central Railroad is the largest short line railroad in the state of Michigan covering 420 miles (680 km) of track.

Watco is a full-service supply chain solutions company. They provide rail, transloading, terminal and port, and logistics services. A privately owned company, headquartered in Pittsburg, Kansas; it has nearly 5,000 team members.

Watco, since their founding in 1983, have grown as an owner and operator of a diverse and unmatched network of short line railroads, terminals, and ports throughout North America and Australia.

Information credits:

Press release from Jennifer Ferris – President & CEO of the Great Lakes Railroad. (Sent by T.J. Stratton)

[Trainorders.com](http://Trainorders.com)

[Watco Website](http://Watco Website)

# NCR Region News

The NMRA National Convention is Coming

NATIONAL MODEL RAILROAD ASSOCIATION  
2025 National Convention

## STATION No. VI

Hosted by:  
the NORTH CENTRAL REGION

**July 14-19, 2025**

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

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

### CONVENTION GOALS and HIGHLIGHTS -

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

<https://nmra2025.com/>



**July 14-19, 2025**

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

### Convention Highlights –

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

....and **MUCH MORE!!**

<https://nmra2025.com/>



# Mystery Spot

Who can identify the *new* location of this old Train Depot?



**Winter Newsletter's answer was:**

**The Hudson River and West Point NY**

# AP Corner

Spring 2025

Pete Magoun, MMR©

The New Year has given us the benefit of what should have been a lot of “extra time,” what with white gifts from above arriving in quantity with what could be seen as a depressing frequency, so I should be laden with glowing reports of progress made by all of you for your own railroads. And they should be overwhelming my own progress as well. This would not be hard, as my progress has been, shall we say, limited, what with some medical issues related to antiquity affecting my ability to charge up and down stairs. But, alas, neither is the case. I’ve managed to make some progress toward an interior for an ancient Howard Johnson’s restaurant kit (“HoJo’s” was everywhere in 1950s New England, so this is a “Must Have” for me) and that’s about it. And despite the temperatures outdoors recently, what I’ve heard from the Division is crickets....

I know that a few of you are working on various certificates and I’m still hoping that we will be able to celebrate an MMR or two in 2025, the 90th year of the NMRA.

But what of the rest of you? Are any of you contemplating using the Achievement Program for its intended purpose, which is to stretch your skills and abilities to improve the quality and joy of your hobby? Are you laden with questions on how things work or what is necessary? And are any of those questions ones you’re afraid to ask because they’re “dumb,” but you still don’t understand the answers? If so, then ask ahead, because there are NO “dumb questions” here. Again, the whole purpose of this process is to educate You, to help You become a better modeler and get more joy from Your hobby....

As I mentioned in our last Newsletter, if you have questions or comments on any of the AP stuff, I’m easy to find. Let’s hear from you!  
High Green!

\*\*\*\*

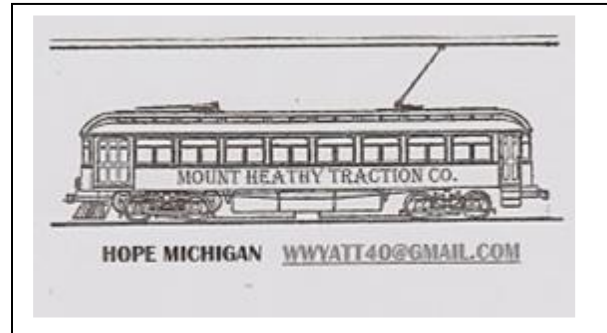
The NMRA Achievement Program is designed to challenge the skills of the modeler. The Achievement Program is divided into eleven categories covering different aspects of the hobby and the NMRA. As members of the NMRA earn credit in the different categories, awards are presented to signify the member’s 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](mailto:orion@chartermi.net)

**PIKE ADS: SUPPORT YOUR DIVISION. BUY A SPACE FOR THE YEAR – ONLY \$20.00  
CONTACT DAVID ZOLNIEREK**

**djzolnierек@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          | Kieth Aleo      | keith.aleo@interlochen.org |
| • Paymaster            | David Zolnierек | djzolnierек@gmail.com      |
| • Yardmaster - North   | Open Position   | <b>Any Volunteers??</b>    |
| • Yardmaster –TC       | John Campbell   | Jcampb1513@aol.com         |
| • Trainmaster          | Al Johnson      | alwyn0008@gmail.com        |
| • Webmaster            | Kevin Predmore  | kpredm@gmail.com           |
| • AP NCR 2 Div Chair   | Pete Magoun     | orion@chartermi.net        |

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Oh wait, there's more:



Michigan Central in its former Glory