

NMRA NCR DIVISION 9

April 2014

Paul McGinnis, Superintendent
James Glenn, Assistant Superintendent



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Upcoming Events

- ◆ Kalamazoo Train Show 4/5/14
- ◆ Maumee NCR Regional Convention 4/25-27, 2014

Superintendent's News

Hi to Division 9, Due to special circumstances a Board of Directors Emergency Meeting was called. Michael Shirey has stepped down from the office of Division Superintendent effective immediately. Paul McGinnis, Trustee, will assume the office of Division Superintendent for the balance of Michael Shirey's term (until September, 2015), and Michael Shirey will assume the office of Trustee vacated by Paul McGinnis.

We have tentatively set quarterly meetings for the membership to begin in 2015. Our next membership meeting for 2014 will be in September, which will be our annual meeting and election of board members who are up for election. More information will follow in the next newsletter. The Board of Directors will meet three times a year, with the

next board meeting scheduled for June 1 at 2:00 at The Crew restaurant in Kalamazoo.

We now have the patches with the Div 9 Logo available for \$15.00 each; please contact me if you would like to purchase one.

Please do not hesitate to contact me with questions or concerns. And, be sure to check the web site at www.Div9.ncr-nmra.org

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Notes from the Scribe

You will notice a big change in the newsletter this month. The Board wanted to make the Newsletter a bit more exciting. We hope you like the new format! So, with the change in format comes a need for a new name. The Board decided to hold a contest for all members to name the newsletter. Please email me your suggestions before July 1st. The Board will decide on the best three suggestions and then the membership will vote on the winning submission at the September meeting. The winner will receive a set of book ends in the shape of

a train, donated by Asst. Superintendent Jim Glenn. Send your suggestions in early because, in case of a dual submission, the selected nomination will go to the earliest submission.

Email me at djglenn922@sbcglobal.net



Mark your calendars!

Ride the Rails at the White Creek Railroad

Division 9 members, families, and friends are invited to attend the June Open Meet at the White Creek Railroad. The event covers three days. On Thursday June 19, the meet opens with railroaders from around the United States bringing their engines and equipment to the railroad. If you want to meet modelers of the 7.5" gauge and watch how they transport and unload their engines, this is the day to visit. Friday, June 20th, is the best day to visit if you want to make sure that you get to ride the rails. Most of the modelers will be operating that day, and there will be many opportunities to ride to all parts of the layout. Saturday the 21st will see the most visitors and rides will be limited.

The White Creek is a great place to take the entire family. The railroad is located about 20 miles north of Grand Rapids, Michigan. Take US 131 north to the Cedar Creek exit. Once you arrive the fun begins. As you drive into the mobile home park, you look down into a valley with a small lake. There you can see the railroad and a small yard. Drive to the back of the mobile home park and follow the signs to the railroad parking area. Now you will see a large yard with many working engines. Let the yard master know that you are ready to ride the rails. As you are waiting for a ride, take time to walk up to the large engine terminal on your left. You will see live steam locomotives as

well as battery and gasoline driven diesels.

When you are called for a train, load the entire family onto the train and take a trip. There are five miles of mainline, and it will take over an hour to see the entire railroad. You will cross 9 junctions, 190 switches, a 1000 foot trestle, and many industrial sidings. There are bridges, lakes, hills, and river crossings. There are 30 passing sidings so you will also see many other trains as you meet them at the sidings. Make sure you also take a look at the car storage barn and all the tracks and cars stored there. Google "White Creek Railroad". You will see pictures of the layout and operating sessions. I will be going up to visit on Friday the 20th. If you are interested in car polling, email me at btrailroad@sbcglobal.net
Jim Glenn

"There are five miles of mainline, and it will take over an hour to see the entire railroad. You will cross 9 junctions, 190 switches, a 1000 foot trestle, and many industrial sidings. There are bridges, lakes, hills, and river crossings."



Track Cleaning Tips

Cleaning Track

The Kalamazoo Model Railroad Historical Society built a 4x8 layout to take to train shows for children to operate. Our biggest problem with the layout was keeping the track clean as child after child raced the trains around the layout. At each show we were forced to stop the trains after an hour or so and clean the track. We were aware of the problems with plastic wheels and all plastic wheels were removed from all rolling stock, so we knew that plastic was not the problem. A couple of years ago I read an article in Model Railroader Magazine about one way to clean track and increase electrical contact at the same time. The

article explained how one modeler used transmission fluid. We discussed the use of the fluid, and John Kinner, member of Division 9 and the KMRHS, purchased a quart of Valvoline Max Life DEX/MERC transmission fluid. We could not believe the difference!! Now the only thing we had to worry about was if the engines were overheating from the hard running of the junior engineers.

Just drop some fluid on a rag, clean the track, and watch the trains run. Use the fluid to clean the engine wheels and the problems of dirty track and lack of electrical pickup will go away.



News from the Achievement Program

Greetings Division Niners!

For those who have a railroad up and running, go to the NMRA homepage and look at the Achievement Program area on the home page.

Look at the requirements for a Golden Spike award. As you read them, do not overcomplicate it. It is meant to be simple.

If you are not sure if you qualify, drop me a line, we can talk. If when we stop by we find an area where you don't quite meet the requirements, we will help show you what you need to do to qualify.

And don't worry, this is not pass or fail. This is for fun. And, you can request another visit for us to have another look. (hint: we enjoy visiting model railroaders and their layouts.)

This award is so that those who have learned how to build their railroad to gain some recognition, and give inspiration to others who may not be sure what they want to do, or how to do it.

As part of this program, we will also take some photos which will appear in our newsletter when we announce that your award has been granted.

Those who need some help learning something, let us know. We have some folks who are willing to help you with whatever you need. And if there is something you are good at and are willing to share your expertise, let us know, we will hook you up with someone you can help.

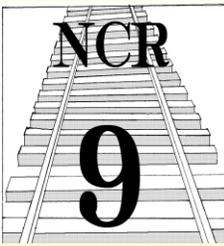
Remember, your Division 9 officers are here to help you enjoy your hobby, so let us know how we can help.

Dorman Wilson

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BAD ORDER Cards

By David J. Vinci

If you operate your model railroad and one of your operators discovers a defect with a car or locomotive, how do they report the problem? Or do they report it at all? Well, the prototype has the same concern and they use a BAD ORDER card.

(Figure 1)

Figure 1 above, is a scan of an actual Bad order card used by the Atchison, Topeka and Santa Fe Railway Company in 1989. The original is actually a fluorescent red color but the scanner delivered the incorrect pink you see above. This card has basic identifying information for the brakeman to fill out (reporting marks, car number, date, time, location, etc) and a selection of check boxes to describe the defect. The card can then be attached to the car or the waybill. By the way, note that the car reporting marks and car number on each side don't match. Maybe the card was used more than once? Who knows?

We can do the same thing. I use a car card and waybill system to direct the movement of traffic on my model railroad. The waybill fits in a pocket on the car card. Here is a copy of the Bad Order card that I use. (Figure 2 at right). It includes a

place for the operator to record all the pertinent information:

1. The date the defect was found
2. The Reporting Marks
3. The Car number
4. A description of the defect
5. The operator's name

The BAD ORDER card is sized to fit in the pocket of the car card on top of the waybill, so that only the BAD ORDER card shows. The car is then set out of the train on a convenient siding and the car card placed in a set-out pocket located on the fascia of the layout. The protocol is that the BAD ORDER card must be on top of the pile of cards in the set-out pocket so it is visible.

Then after the operating session, I, as the layout owner, can go around and see if there are any BAD ORDER set-outs and then collect the cars, make the repairs, and return them to the layout. It's a simple system that helps me keep up with the car maintenance.

Figure 2