



The Yardmaster

Southwestern Michigan Division



April 2024

Website: www.ncr-div9.com



This photo is the Pere Marquette Steam Engine # 1225, from the Steam Railroading Institute.

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Non-Train Related Holidays & Special Events – April 2024



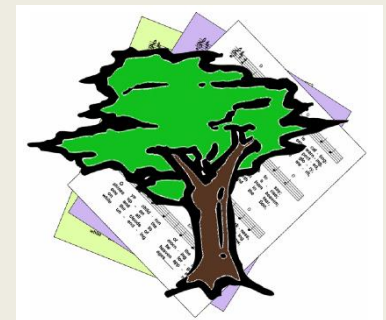
Easter March 31st



Earth Day April - 22nd



April Fool's Day – April 1st



Arbor Day - April 28th

Editor's Comments

We are always looking for ways to make the newsletter more interesting and informative to our readers. Do you have something on your layout or other information that you think other readers would like to see or read about? If so, prepare an article for the Yardmaster and send it along with a few pictures to alanwbau@gmail.com. I will be pleased to include it in the next edition.

Board Member Elections are coming up in a few months. This is your opportunity to become a decision maker in Division 9. All Division 9 members in good standing are eligible to run for a position on the Division 9 Board. Current board members are displayed below. The positions that are up for election are displayed in red.



Current Division 9 Officers

Superintendent	- Garry Johnson	elecsprk@gmail.com
Assistant Superintendent	- Joel Pyard	pyardj@comcast.net
Paymaster	- Bob Lawrence	robertlawrence44@msn.com
Scribe & Newsletter Editor	- Alan Bau	alanwbau@gmail.com
Trustee	- Doug Van Meter	vanmeterda@gmail.com
Trustee	- Casey Bartman	Casey@GR-MI.com

The responsibilities of each position up for election are displayed below.

Assistant Superintendent

- a. shall design, plan and execute Division activities.
- b. shall conduct official Division functions in the absence, or by special request of the Superintendent, conducting meetings in adherence to The Standard Code of Parliamentary Procedure, Fourth Edition.

Paymaster

- c. a. shall oversee financial business of the Division, to include, but not limited to, collection of monies, distribution of monies as approved by the Board.
- d. b. shall maintain the financial records of the Division.
- e. c. shall ensure all financial reporting paperwork is filed with State, Municipal, and Federal agencies as required by law.
- f. d. in the event that the Division needs a checking account, the treasurer shall establish such account, and each check must be signed by the Paymaster and the Superintendent to be valid. One additional Director shall be on the account to sign checks in the event that either the Superintendent or Paymaster is unable to sign a required check.

Trustees – Two Trustees will serve on the Board of Directors

- g. a. shall serve as representative at large on behalf of the membership
- h. b. shall assist any other Director as needed

If anyone has any interest in serving on the Board of Directors, please contact either:

Garry Johnson elecsprk@gmail.com
 Alan Bau alanwbau@gmail.com



Upcoming Division Nine Membership Meetings & Events:

Meetings & Events	Date	Location	Presenter & Topic
Board Meeting	Sunday April 7 th	Alan Bau's House 2441 Hunter's run Kalamazoo	
Membership Meeting	Saturday April 20 th 9:30 AM	Kalamazoo Bridge Club	Norm Logan - Hands-on Weathering Program
Membership Meeting	Saturday May 18 th	Sturgis Model Railroad Club	TBD
"Take a Ride on the Little River Railroad"	Sunday June 16 th	Coldwater, Mi.	Train Ride & Tour of the Little River Railroad shops.
Summer Vacation	July & August		
Annual Meeting	September		

April 20th – Location Kalamazoo Bridge Club – Program is a hands-on rolling stock weathering session presented by Norm Logan. Bring a couple of cars to weather. The expectations are that Division 9 will furnish weathering materials for the group. If you would rather not practice on your newer cars, we will have a few cars available for you to practice your weathering techniques, before moving on to your own cars. Norm makes a repeat performance as he gave a clinic on backdrops a while back. We still have a few openings if anyone that has yet to sign up would like to attend. Please email Alan Bau alanwbau@gmail.com, to register.

May 18th – We will be visiting the Sturgis Model Railroad Club located at 101 Jefferson St. in Sturgis, Mi. It has been a while since we visited the Sturgis club, and it will be interesting to see the progress they have made to their layout. For those that have never been to the club, they have a nice facility which is located in the Freight House behind the Sturgis Historical Museum.

June 16th (Sunday) –Let’s Take a Ride on the Little River Railroad. After the ride we can tour their train shops and for those that want to have lunch there is a Mexican restaurant is across the tracks from the Coldwater Train Station where we board.

Note that they only run the railroad on Sundays and the only Sunday they run in June is the 16th which happens to also be Father’s Day. The board voted to change the June meeting date from Saturday June 15th to Sunday June 16th in order to ride the train.

Members are responsible for purchasing their own tickets.

Ticket information & Website Link displayed below:

June 16 FATHER’S DAY, 11 AM and 2 PM, STEAM POWERED ROUND TRIP TRAIN RIDE TO QUINCY **(We are planning to take the 11:00 AM train)**
FATHERS RIDE FREE WHEN ACCOMPANIED BY PAYING PASSENGER
TICKETS FOR ALL TRAIN RIDES ARE AVAILABLE ONLINE!
TICKETS CAN ALSO BE PURCHASED VIA PHONE AT: 517-227-5488

- Adults (ages 12 & up).....\$22.00
- Children (ages 3-11).....\$15.00
- Children (ages 2 & under).....FREE
- PRICES INCLUDE ALL SERVICE FEES

Website Link [Schedule and Fares - Little River Railroad](#)

July & August – Enjoy the summer. See you in September.

September – This is our annual meeting and the start of the new year. The plan is to hold the meeting at the Vicksburg Train Depot. Remember to volunteer to become a board member.

October – Hold on to your hats, “we are on Bruce Chubb's Sunset Valley Railroad operating session schedule for October 19, 2024. The session runs from 9am to 4pm, with a one-hour lunch break. That is the date of our regular 3rd Saturday of the month meeting.” It is my understanding that you do not have to attend for the entire day. See the March issue for a few pictures of his layout.

Weather Rolling Stock Clinic – with Norm Logan

Norm Logan pictured on the right, will be presenting a hands-on clinic on weathering rolling stock, at the Kalamazoo Bridge Club on Saturday April 20th. These pictures are all examples of railroad cars that Norm has weathered for his own layout.



New Division 9 Recruiting Poster

Division 9 is part of the NORTH CENTRAL REGION of the NATIONAL MODEL RAILROAD ASSOCIATION

DIVISION 9
SW Michigan

The counties of Branch, Calhoun, Hillsdale, Kalamazoo, St. Joseph, and Van Buren

Visit our website to see what is going on in Division 9
<http://ncr-div9.com/>

We are open to all model railroaders to join us for great friendships, knowledge and to increase our skills! We hope you will join us soon!

Kalamazoo Model Railroad Club
Greg Stonerock
Andy McConachie
Sheila Nichols/Kevin Kiser
Battle Creek Model Railroad Club Traveling Layout

Jim Glenn
Battle Creek Model Railroad Club
Greg Peet
Dick DeVisser
Ken Haan

Jim Fankhauser
Frank Zajac
Maynard Mitchell
Dave Vinci
Dale and Deb Killarney

Mid Michigan Railroad Club
Steve Wood
Rick Garthe
David Duchamp
Sturgis Model Railroad Club

The above is a final version of our new recruiting poster board that will be on display at local train shows.

Thanks to Barry Hensel for taking the information and turning it into an actual poster. On display are photos of various Division 9 Member layouts that we have visited over the last few years.

The poster will fold along the red vertical lines so it will be self-standing.

The poster will be on display for the Kalamazoo Train Show in April. Speaking of the April Train show, we are recruiting volunteers to man our booth to talk to prospective members and answer any questions. If you are interested in participating in this recruiting effort, please contact any board member.

Andy Keeney's Layout Tour & Op Session

On Saturday March 16th, a group of 9 Division 9 Members met in Andy Keeney's train room for a tour of his large layout and an Operating Session. At first glance, those of us that have never had the opportunity to visit Andy's train room, were overwhelmed by the sheer size of his layout.

We all met in the office around 9:30 AM which gave us an opportunity to meet Andy's crew and take a look at his impressive layout. We reconvened in the office for a briefing and our assignments at 10:00 AM.

We then broke up into teams mainly consisting of one or possibly two of our members, along with one of Andy's crew and started working on our assigned tasks.

About half of our members were experienced in Op Sessions, while the others, including me, didn't have as much experience and required more attention from our assigned helpers. A list of Crew Members is displayed below. These guys were knowledgeable, experienced and very helpful when we ran into problems. They were all very friendly and just all-around great people. Thanks so much for all your help.

The Op Session lasted until close to 2:00PM, although a few stayed a little longer to finish up their tasks or just play with the trains. The time went by very fast and most of us didn't even break for lunch as we were having a fun time.

Thanks to Rich Mahaney for taking the pictures that appear on the next three pages.

Andy's Crew Members

Andy Keeney
Ron St. Laurent
Tim Childs
John Young
Tim Parker
Frank Northrup
Royce Hoggard

Division 9 Crew Members

Garry Johnson
Greg Marvin
Rick Garthe
Alan Bau
Maynard Mitchell
Bob Kline
Jim Glenn
Bob Lawrence
Rich Mahaney



Garry Johnson, Bob Lawrence & Greg Marvins back.



Rick Garthe & Ron St. Laurent



Alan Bau, Rick Garthe



Greg Marvin & Maynard Mitchell



Bob Kline



Greg Marvin & Garry Johnson



Alan Bay, Bob Lawrence, Andy Keeney & Maynard Mitchell



Rick Garthe & Garry Johnson



Bob Kline, Jim Glenn, Greg Marvin, Alan Bau & Bob Lawrence



Andy handing out train assignments



Andy, Jim Glenn, Greg Marvin, Alan Bau, Maynard Mitchell & Bob Kline



Bob Lawrence



Bob Kline



Jim Glenn & Bob Lawrence, Bob Kline in the background



Bob Kline on right, Jim Glenn on the left



Bob Lawrence



Bob Lawrence



Bob Kline

New Series:

As you probably know by now, we are always looking for interesting and informative articles for the Division 9 Yardmaster Newsletter. If any of you would like to write an article or know of a topic you would like to know about, please let me know and hopefully there is someone in our group who can supply the information or point you in the right direction.

I am starting a new series titled "Alan's Adventures in Model Railroading". This hopefully will be a series of articles detailing how I got started in model railroading and the progress that is being made in building my own layout. It is my hope that you will find this series of articles interesting, informative and entertaining. As always, your comments are appreciated.

Alan's Adventures in Model Railroading:

First a little background on how Model Railroading came back into my life. In 2001, after 36 years working for Eaton Corporation, mostly in the Accounting arena, it was time to retire. Duplicate bridge became my hobby and consumed much of my time for the next 15 years. Playing in local club games as well as tournaments around the country, teaching the game and managing the Kalamazoo Bridge Center was getting to be too much. It was time to give up my managing responsibilities and just play a couple of times a week and occasionally teach. This freed up a lot of extra time and I was looking for something new and different. Setting up a saltwater aquarium was the first thing that came to mind, but my wife convinced me that wasn't a good idea. Then remembering I had some trains in the basement sounded like a good idea. Like many before me, I received an American Flyer for Christmas when I was 3 years old. My mom told me that what I really wanted was a windup train that I could actually play with. However, my dad found had something a little more elaborate in mind, which was a neat idea, except I could only play with the train under his supervision. The train was put under the Christmas tree several times and there was actually a layout of sorts for about 2 years before high school. From that point on it was packed away in boxes. When my oldest son was about 8 years old, we set up a small HO layout in a spare room, which lasted for about a year and again put in boxes. That was about it until retiring from managing the Bridge Center.

Making the decision to set up a model railroad, a plan was needed as a first step. In trying to understand how to get started, one of my first steps was to visit the Kalamazoo Model Train Club to get a few answers. I met with a number of members who answered all my questions and gave me some good advice on how to proceed. I also pulled out my old train magazines and bought some new books on layouts and looked at various websites. My mind was getting a little cluttered at this point, but making some basic decisions helped get things back on track.

- **Basic Decisions**

- Scale – I already had some HO trains, so there was no desire for anything else.
- Era – Transition era to accommodate both steam and diesel.
- Track – Atlas Code 83 Silver Nickel.
- DC or DCC – Decided DCC using NCE equipment.

- Turnouts – Atlas using a combination of Tortoise Switch Machines and Manual Throws
- Prototype or Freelance – Chose Freelance
- Included both Freight & Passenger Service
- Yard – seemed to be too complicated and was not included in my original plan.
- Operations – again operating sessions seemed too complicated as I was just looking to run a train around the track in a continuous loop and making some buildings and scenery with lots of trees, bridges and maybe a small creek.
- **Other Attributes**
 - Combination of continuous running & point to point.
 - Lots of scenery – trees, bridges, some water.
 - Industries, commercial property, farm area, sawmill, small mining operation, residential areas.
- **Benchwork** – L Girder was to be the main structure. Since I had lots of plywood in my woodshop, the plan included 3/4 " plywood for the top.

After modifying the plan several times, it was time to get started on construction which took a few weeks, but finally, there was a train running around the track. There were a couple of bridges, some trees, a tunnel and a couple of mountains. Life was good.

Next steps:

- Benchwork took a week or so to complete.
- It was time to layout the original track plan and get started laying track.
- Ran a bus line under the layout and started soldering feeder wires.
- Once the track was wired, testing started, along with some adjustments, more testing, followed by more adjustments.
- Next step was to solder rail joiners.
- Track was painted and ballasted.
- Installed about 5 Tortoise Switch machines. The installation was fairly straight forward, but the wiring was a pain. I created a small control panel, then set about hooking up the turnouts. I had purchased small rather small DP DT Toggle Switches. Trying to solder wires to those very small switches was a real pain. Finally, after many attempts and some serious frustration, 4 switches became functional. Unfortunately, that only lasted for a few months and one of them stopped working. In trying to fix it, another stopped working. Finally, I was able to get one of the two working again, and then I went on to other things as the one that still wouldn't work wasn't used very often.
- After working on the layout for about a year, there were several buildings, many more trees (some purchased and many that I made) and things were moving along quite well. The layout was expanded, a Yard was in the design stage and working on the layout was a lot of fun. I had joined the NMRA during this time and found myself volunteering to become the Scribe after my first meeting. Now I was beginning to understand everything that is involved in building your own layout. I attended several conventions, went

on many layout tours, enjoyed all of the division 9 clinics and talking with other NMRA members. My knowledge level increased significantly during this time, but I was and still consider myself to be a novice in the world of model railroading and I am still having fun.

After working on my layout for a couple of years, we decided it was time to move into a condo. Work on the layout ceased as we started looking at condos and prepared our house to sell.

We looked at several condos in the Kalamazoo area. Every condo that we looked at, I immediately went to the lower level and Brenda inspected the main living area. After a few minutes we compared notes and determined if it met our requirements. Finally, we had a winner.

At this point, all my train work had to be dismantled, packed up and moved. Basically, I had to start over again. I came up with a new design that includes a yard, continuous running and some point to point and more spur lines and a more expansive industrial area.

Currently, my layout is able to run trains. The plan is to provide more details on the layout in the May Edition of the Yardmaster. Hope you enjoy reading about my successes and failures as I go down the trail of creating a new model railroad layout. There is so much to do, I try not to think about it and just have fun doing it. The next article won't be nearly as long as this first one, at least I hope not.

Here are a couple of pictures from my original layout.



The picture on the left displays a Steam engine (Penn. #3233 2-6-0) pulling a passenger train through a wooded area.

The picture below shows my layout suspended from the ceiling when we had a major water problem in our basement.



These two pictures are from my current layout.



Upcoming Train Shows

Train Show List

The full list of shows is available here on the brand new website, which allows you to subscribe and submit your events directly. More features will be coming soon!

<https://www.trainshowlist.com>

Given that we are reaching almost 1000 subscribers every other week, please consider making a donation as part of your event's marketing budget. Please visit the Train Show List site and donate via PayPal. Thank you for your support!

Kalamazoo Spring Train Show

Saturday, April 6, 2024

Kalamazoo County Expo Center

2900 Lake St.

Kalamazoo, MI

Directions: [Use Google Maps](#)

Event Details

15th Annual Spring Train Show held the first Saturday of April.

Contact Information

David Hayes-Moats

kaltrainshow@kalnet.net

269-267-9620

Website: <http://www.kmrhs.org/>

Division Nine will be attending the Spring Kalamazoo Train Show as part of our overall recruiting efforts. We are looking for volunteers to help answer questions from prospective members. Please let me know if you are willing to spend an hour or two at the booth.

Stop by and see you our recruiting poster which will be on display.



Did you know that the 2025 NMRA National Convention will be held in Novi, Mi. next year? Click on the link below:

[2025 NMRA National Convention – Station No.VI – hosted by the North Central Region of the NMRA \(nmra2025.com\)](https://www.nmra2025.com)

(Local area Train Show Listing Continued)

Grand Rapids Spring Train Show

Saturday, May 4, 2024

Home School Building

5625 Burlingame Ave SW

Wyoming, MI

Directions: [Use Google Maps](#)

Event Details

OVER 200 VENDOR TABLES * 70+ VENDORS? THOMAS THE TRAIN PLAY AREA? HUGE LEGO DISPLAY & PLAY AREA Drawing for Lionel "Thomas – The - Train" Set Free Parking *Door Prizes* Food Concessions Vendors with Model Trains in all Scales Books * RR Photos * RR Collectibles Family Fun for "Children" of All Ages

Contact Information

Thomas Klonowski

trainshow@grvrrc.org

8476911163

Website: <https://grvrrc.org/>

Battle Creek Model Railroad Club Train Show & Swap Meet

Saturday, September 14, 2024

Calhoun County Fairgrounds

720 Fair St.

Marshall, MI

Directions: [Use Google Maps](#)

Event Details

Several operating layouts, "hands-on" displays, door prizes. Children 12 & under free admission.

Contact Information

Andy Buck

andrew.buck@comcast.net

(269) 268-0910

Website: <http://bcmrrc.net/>

For Sale Items

Do you have an excess inventory of cars, supplies, etc. which are just taking up space and most likely will never be used? You can list these items here and try to sell them, so you can buy more train stuff.



To list your for-sale items here, send your list of items along with a picture if one is available, a description of your item(s) along with your asking price and contact information. If you wish your item(s) to be listed in the upcoming newsletter, you need to submit them along with needed information no later than the 25th of the month.

Send your information to alanwbau@gmail.com.



Model Train Stuff

Do you buy model train rolling stock & supplies from a company called Model Train Stuff? If so, you may already know, that they recently closed their doors. I was disappointed to find out they closed as they were one of my main suppliers. However, not too long ago, I received an email telling me they were recently purchased by another supplier, and they would reopen, but they didn't indicate how soon. If you are interested, you can go to their website and sign up for updates on their progress. www.modeltrainstuff.com.

The following was taken from a recent email from the new Owner of Model Train Stuff.

"We're excited to share that we've made significant progress in preparing our site for relaunch. While we're not quite ready to flip the switch, we're definitely in the home stretch. The improvements we're making will enhance your browsing and shopping experience, and we can't wait to unveil the new ModelTrainStuff.com. Stay tuned for further updates!"

Two Person Crews to remain on freight trains – from Rich Mahaney

Major freight railroads will have to maintain two-person crews on most routes under a new federal rule that was finalized Tuesday.

The Transportation Department's Federal Railroad Administration released the details of the rule Tuesday morning, after [working on](#) it for the past two years.

There has been intense focus on [railroad safety](#) since the [fiery February 2023 derailment](#) in eastern Ohio, but few significant changes have been made apart from [steps the railroads](#) pledged to take themselves and the agreements they made to provide paid sick time to nearly all workers. Such changes include adding hundreds more trackside detectors and tweaking how they respond to alerts from them. A [railroad safety bill](#) proposed in response to the derailment has [stalled in Congress](#).

Rail unions have long opposed one-person crews because of a combination of safety and job concerns. Labor agreements requiring two-person crews have been in place for roughly 30 years at major railroads, although many short-line railroads already operate with one-person crews without problems.

"As trains — many carrying hazardous material — have grown longer, crews should not be getting smaller," said Eddie Hall, the president of the Brotherhood of Locomotive Engineers and Trainmen union. He praised the FRA for taking the step Biden promised, which marks a milestone in labor's long fight to preserve two-person crews. Hall said keeping two people in the cab of a locomotive is crucial now that railroads are relying on longer and longer trains that routinely stretch miles long.

Railroads have sought the discretion to operate trains with [only one person](#) and move conductors to ground-based jobs in places where automatic braking systems have been installed. It has been a key issue in contract talks in the industry for years, though the railroads abandoned the proposal just as the 2022 negotiations approached the brink of a strike because of workers' [quality-of-life concerns](#).

The railroads argue that the size of train crews should be determined by contract talks, not regulators or lawmakers, because they maintain there isn't enough data to show that two-person crews are safer. The norm on major railroads is two-person crews, so current safety statistics reflect that reality.

Union Pacific tried last year to [test](#) out how quickly a conductor in a truck can respond to problems on a train compared to the conductor aboard the locomotive, although the railroad never got that pilot program up and running. That plan would have maintained two people at the controls of its trains during the test.

The East Palestine, Ohio, derailment put a national spotlight on rail safety because of the disastrous consequences of the [hazardous chemicals](#) that spilled and caught

fire in that crash that forced thousands of people to evacuate their homes and left them with [lingering health concerns](#).

But investigators haven't suggested the crew on that train did anything wrong. It actually included three people because there was a trainee aboard. Instead, the National Transportation Safety Board has said the derailment was likely caused by an overheating wheel bearing on one of the railcars that wasn't caught in time by trackside sensors.

At least 11 states have already approved rules requiring two-person crews because officials worry that losing a crew member would make railroads riskier and hurt the response to any rail disaster because a conductor wouldn't be available to help right away. [States frustrated](#) with the federal government's reluctance to pass new regulations on railroads have also tried to pass restrictions on train length and blocked crossings.

The industry [often challenges](#) the state rules in court, though with this new federal rule it's not clear whether the railroads will resort to that tactic. The railroads generally argue in their state lawsuits that the federal government should be the only one to regulate the industry to ensure there's a uniform set of rules, and they wouldn't be able to make that argument in a challenge to the federal rule.



Rich's Travels

The pictures on the next few pages were taken by Rich Mahaney during his travels around the area.

These pics are the Marquette Rail freight train entering the CSX Wyoming, Mi. from the east.





CSX freight train heading west to the CSX Wyoming, MI yard from switching activities, waiting for a green light.



East bound Amtrak stopped at the Kalamazoo passenger station.



We Invite You to Join the NMRA

Not yet a Member? Why not join the crowd and add to your model railroading fun and enjoyment.

There are two convenient ways to become a regular member, or another option is to test out the NMRA by joining for 9 months as a trial run. There are application forms on pages 19 & 20.

Or you can easily find both of these forms on the NMRA Website.

[Membership Application and Renewal | National Model Railroad Association \(nmra.org\)](https://www.nmra.org/membership-application-and-renewal).

Clicking on the above link will take you directly to the NMRA Membership page, where you will find all kinds of information.

Introducing the best deal in model railroading.

Join the NMRA for 9 months for just \$19.95!*

- Get discounts from free shipping to 20% off (or more) from manufacturers of all sizes who've partnered with the NMRA
- Contact other NMRA members anywhere in the world for layout tours, train chat or even op sessions through our Model Railroad Directory
- Get access to more than 20,000 photos, slides, plans, drawings, paint schemes and more with the NMRA Online Archives
- Receive 9 monthly digital issues of *NMRA Magazine*
- Receive reduced rates on layout or collection insurance
- Take part in programs like Modeling with the Masters, the Achievement Program, Estate Counseling, contests, clinics, and more!
- Attend events at your local Division or Region

Sign me up!

Fill out this form and include your payment.
U.S.: Send \$19.95 (U.S.) to NMRA-RailPass Membership,
P.O. Box 1328, Soddy Daisy, TN 37384

Name _____

Address _____

City/State/Zip _____

Phone (____) _____

Email _____

Check Credit card

Credit Card # _____

Expiration _____ Security Code _____

Signature _____



**So much bang.
So few bucks.**

*RailPass offer is for new members and those who haven't been NMRA members for two years or more. Individuals can join at RailPass rates only once. Membership renewal will be at the regular membership rate. RailPass members can attend conventions and participate in contests, but cannot vote or hold office.



National Model Railroad Association, Inc.
New Member Application

Name:		
Address:		
City:	State/Country	Zip:
Phone:	Birth Date:	Scale:
Email:	Occupation:	

Membership	1 Year	2 Year	Total
Member - All rights & benefits as well as the digital NMRA magazine access.	\$68.00	\$136.00	
Member with Printed Magazine Subscription – All rights & benefits, digital NMRA Magazine access and the Printed Magazine.	\$92.00	\$184.00	
Family – Spouse or minor child of above member. No magazine, no voting rights, not allowed to hold office.	\$10.00	\$20.00	
Sustaining – Mandatory for group memberships (Clubs, Business, Associations). All rights & benefits, digital NMRA Magazine access and the Printed NMRA magazine.	\$120.00	\$240.00	
Student – Between the ages of 19-25 years of age. All rights & benefits, digital NMRA magazine access.	\$40.00	\$80.00	
Membership			\$
General Donation			\$
Merchandise			\$
Region Subscription			\$
Total			\$

Thank you for being a member of the NMRA! It is extremely important to have your current email address on file. This is used for access to the member only section, turntable, ballots, voting, annual donation statements, online renewals and communication. Please be sure to note your email address below.

Email:

Region Subscriptions			
If you do not see your region listed, there is no charge for region subscription! Most regions offer the subscription online on the website.			
21 Northeastern Region	\$12.00	28 Midwest Region	\$6.00
23 North Central Region	\$10.00	33 Southeastern Region	\$10.00
26 Pacific Coast Region	\$8.00	36 Sunshine Region	\$12.00

Make Checks Payable to NMRA. We accept MasterCard, Visa, Discover, and American Express.

Credit Card Number:

Expire Date: CVV Code: Signature: _____

Mail To: NMRA, P. O. Box 1328, Soddy Daisy, TN 37384-1328
 Email: HQ@NMRA.ORG
 423-892-2846

Wrap-up

We have a number of outstanding programs coming up over the remainder of 2024. There is a hands-on weathering clinic later this month, a visit to the Sturgis Model Train Club in May, and a Ride on the Little River Railroad in Coldwater in June. After a two-month hiatus, we start up again in September with our annual meeting at the Vicksburg Train Station, and then in October we get to participate in an Op Session on Bruce Chubb's layout.

National Model Railroad Association (NMRA) – Earlier in this edition I mentioned that I joined the NMRA back in 2018. My first Division 9 meeting was the annual meeting held at the Colonial Kitchen in September 2019. I had no idea what to expect as I walked into the room with a bunch of strangers. Garry Johnson – Superintendent welcomed everyone and started the meeting. After normal business discussions were complete an election of officers took place, followed by Rich Mahaney discussing the NCR Division 9 one day Convention that was scheduled for the following year. This was followed by a drawing for door prizes, with everyone in attendance receiving one door prize from Garry's collection of model trains. Rich then presented a clinic on "A look at New Places and New Images to Paint on your Layout."

My first impression of the group was very positive and something that would benefit my efforts in creating a model railroad. I talked to Garry a couple of days later to volunteer to serve as the new Scribe if Dave DuChamp no longer wanted to serve.

I encourage everyone to not only join the NMRA, but to get actively involved in Division 9 activities. Over the years, I have made a number of new friends, visited some terrific layouts and have learned more about model railroading than I could have imagined.

Alan Bau
Divisions 9 Scribe & Newsletter Editor
alanwbau@gmail.com