



The Pie Card



Division Eight Newsletter - Mid-Central Region, National Model Railroad Association

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From the Superintendent's Desk



What would we do without deadlines? I'll get back to that in a minute.

The papers have been signed and the ink has dried. With that I am happy to announce that the 2017 Mid Central Region Convention the Division 8 is hosting will held at the Galt House. And the next time you see Eric Waggoner be sure to give him a big thanks. Eric, along with your board of directors, spent countless hours finding a hotel that would fill the bill. Why the Galt House you ask? Many hotels didn't want to commit to anything that far out. Others were way too expensive, or didn't have the floor space we needed. And the list goes on. The Galt House worked with us in coming up with the right rooms and the right price.

Back to that deadline question. Ah, but you already know the answer, we wouldn't get things done without a deadline. I can't tell you how many times I've heard, "the guys are coming over next week - - - I have to get that (you fill in the blank) done". So our convention is two and a half years away. Now if you are like most of us you'll procrastinate until a few months, or maybe a few weeks from the convention, then work like crazy to get things done. Well friends, we need to have things ready long before that as we will be putting the information packets together and we'll need to tell our visitors things like what percentage of your layout has scenery, are you going to host an ops session, and so on.

One thing that works for me and some friends are to have some fellow railroaders over to run your trains. It doesn't have to be an ops session; just take a train and run it. You would be surprised at what you'll find. That one turnout seems to derail cars, a certain engine runs poorly at slow speeds, and the always favorite - cars not coupling properly.

So give yourself a deadline – have the guys over – start right now on that unfinished section of your layout. 2017 will be here soon!

Russ Weis

AT THE OCTOBER MEETING

Due to a scheduling conflict at the church, the October meeting was held on Thursday October 16th. The meeting was called to order at 7:30 PM at St. Matthew's Episcopal Church. All of the officers were present and attendance was 19. As usual the minutes for the previous meeting (September) were approved as published on the website. The treasurer's report was read and filed for Audit.

Discussion and Reports:

- Convention 2017: Eric Waggoner reported that we have a contract with the Galt House.
- Christmas Party: Everyone was reminded to contact Mike Berry as soon as possible with their reservations and entrée selections (see page 5 for details).
- Meetings and Programs: Russ Weis apologized for those who showed up at the Conference Center looking for the meeting last month. He said we hope to alleviate that problem next year. While we still plan on having our "away" meetings at the K & I Club, Antique Mall and Southern Indiana Club, we will have a regular meeting place for the remainder of our meetings.
- Fall Train Show: Mark Hedge reported that 69 tables have been sold so far. With this sold, and payment pending, we have 75 at this time.
- Donation to KRM #152 fund. Mark Hedge suggested that the Division look into donating to the fund for inspection and restoration of #152. It was discussed that we need more information. Bob Dawson will contact Charlie Bucolla, a KRM Board Member, to speak at our January meeting.

Contest was won by Ed Brennan, Bob Kuchler took second, and Jerry Ashley won the drawing. Following the meeting we went to Bob Kuchler's for refreshments and to visit his layout.

TIME TABLE

Nov 15, Sat, Div 8 Train Show and Sale, Highland Post, 10 AM to 3 PM

Nov 1-2, Sat, K & I Club Open House

Nov 20, Thur, 7:30 PM, Div 8 Mtg., Southern Indiana Club

Dec 12, Fri, Div 8 Christmas Party, Rails, LaGrange, KY

Jan 17, Sat, 2 PM, Div 8 Mtg. Iroquois Post American Legion.

CHARLIE KEELING MODEL CONTEST

Fred Soward, Contest Chairman

November	Displays/Dioramas
December	NO CONTEST
January	Freight Cars
February	Diesel Locomotives
March	Commercial Structures
April	Passenger Cars
May	Cabooses
June	Open Loads
July	NO CONTEST
August	MOW Equipment
September	Photographs
October	Steam Locomotives

Next month, bring a display or diorama to enter in the November contest. As always, the judging is strictly "People's Choice." If you would also like your model to be judged for the Achievement Program, contact Joe Fields and he will arrange to have AP judges present.

The October Contest was Steam Locomotives. There were eight entries this month. Ed Brennan came in first place with his HO scale L&N 2-8-2 J3 class light Mikado.



Bob Kuchler came in a close second with his N scale Milwaukee Road 4-6-2 Pacific



Point standings for the year: Bob Kuchler is leading the group at eleven points; Bob Johnson is next with six points; Fred Soward is in third place with five points; Patrick Hardesty and Ed Brennan are tied for fourth with four points; Russ Weiss stands alone at fifth with three points; Barry Christensen and Bill Lynch are tied at sixth with two points; and there is a six-way tie at one point apiece for Jack Diehl, Joe Fields, John Kelly, Mark Norman, Nat King, and Rick Maloney. Jerry Ashley won the gift card drawing.



NOVEMBER MEETING INFORMATION

This month's meeting will be **THURSDAY evening, November 21, 7:30 PM at the Southern Indiana Model Railroad Club in Jeffersonville, IN.**

They are located in the basement of the First Presbyterian Church, Walnut and Chestnut Streets, Jeffersonville. Take exit 0 from I-65 to Court Avenue. Continue on Court Avenue ½ miles to Walnut Street. Turn right on Walnut and go two blocks to Chestnut. Turn left on Chestnut, the church is on the southeast corner, park in the lot on the east side of the church. Enter from the parking lot. The club is in the basement (there is an elevator).

NOTE: Be aware of lane changes on I-65 due to the bridge construction.



ITS TIME TO MAKE YOUR RESERVATIONS FOR THE CHRISTMAS PARTY see page 5

MAINTENANCE TIES FUND 2014

The Maintenance Ties Fund helps underwrite the Member Welfare Fund and the printing of the Pie Card for those members who don't have access to a computer. The Member Welfare Fund provides a gift certificate to a member or spouse who has been hospitalized. It is also used for an expression of sympathy upon the death of a member or a member's spouse. Donations of \$ 5.00 or more to the maintenance ties fund are recognized in the Pie Card.

\$ 5, Anon; \$20-\$25, John Czerwinski; \$30 Jim Kuzirian, Mark Hedge; \$40, Steve Taylor; \$50, Ed Brennan, Bob Johnson, Rob Cooper; \$60, Don Fowler; \$100 Barbara and Fred Soward.

MEMBER WELFARE

Our chairman Rick Wehr had nothing to report this month, which is a good thing. It was reported that Jerry Ashley was in the hospital last month. He is out, and in fact attended the October meeting.

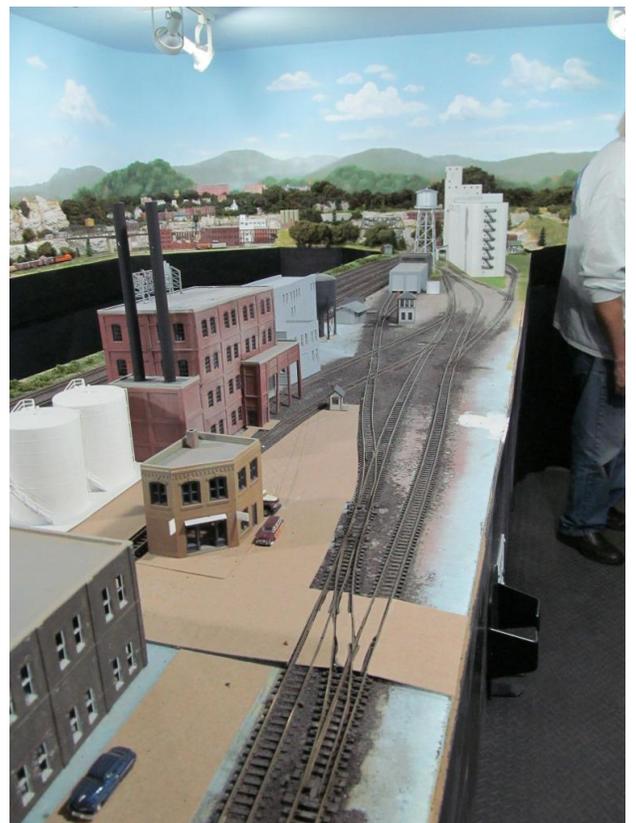
WELCOME BACK TO BOB FRANKRONE.

Long time member and former treasurer, convention chairman, and trustee Bob Frankrone attended the October meeting. Bob's job called him away to New Jersey for the last several years. Bob is now retired and back home.

PIKE SHOW CASE

Photos by Bob Dawson

Right: After the October meeting we all went to Bob Kuchler's to see his spectacular rendering of the Milwaukee Road in N-Scale.



Above and Right:

The large Schlitz Elevator is the signature structure on Bob's version of Milwaukee's Beer Line. Bob has built the Beer Line branch on a peninsula running down the center of the layout room.

The prototype Beer Line is in Kalmbach Publications' home town, and so has been featured in *Trains Magazine*, *Railroads You can Model* and several other Kalmbach Publications.

The Black and White Photo is from Trains Magazine.



TRACKSIDE WITH CHARLIE KEELING

Charlie took this photo at McAlpine Locks in Louisville in November 1958. You are looking at the LG&E Bridge swung in the open position to allow boats to pass through the two 600 ft lock it spanned. LG&E was required to keep a operator available to open and close the bridge.

Where are the tracks you may ask. They are on the bridge. At one time a track crossed to Shippingport Island to deliver equipment to LG&E and the Army Corps of Engineers.

AS IT IS TODAY

Right: The towboat *Mary L* is exiting up river from todays 1200 ft. lock (there are two).

The *Mary L* is diesel electric, the prime movers being two GM 12-645 E7 engines.

This version of 1966's "645" engine was first used in EMD SW 1000's and eventually in SD50's.

Note the faux suspension bridge that replaced old LG&E swing span.

Below: NS along the canal, picking up cars from the L & I

Photos by Bob Dawson



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DIVISION 8 CHRISTMAS PARTY

FRIDAY DECEMBER 12, 2014

RAILS RESTAURANT & BAR
117 E. MAIN STREET
LAGRANGE, KENTUCKY

GATHER AT 6:00 PM
DINNER AT 6:30 PM



FOLLOWED BY RECOGNITIONS AND PRESENTATION OF THE SILVER SPIKE AWARD

ENTRÉE CHOICES:

- Grilled Salmon with Rice
- Grilled Tenderloin Steak with Mashed Potatoes
- Grilled Chicken with Rice
- Veggie Burger or veggie skewer with orzo rice

Cost will be at or less than \$25 per person payable at the party.

PLEASE CALL MIKE BERRY AT 502-245-1337 WITH THE NUMBER IN YOUR PARTY AND CHOICE OF ENTRÉES (we need to notify the restaurant) BY FRIDAY DECEMBER 5. YOU MAY ALSO MAKE YOUR RESERVATION BY EMAIL: mikeberry063@gmail.com

HOLIDAY OPEN HOUSES PLANNED

The following layouts are planning open houses in December.
Ralph Bracewell and Tom Guentner: Saturday December 6, 11 AM to 5 PM.
Harry Munzer, Greenville, IN, Saturday December 27, Noon to 5 PM.
Check the December Pie Card for directions and any schedule changes.



Left: Two more scenes from Bob Kuchler's layout.

Photos by Bob Dawson

ACHIEVEMENT PROGRAM

Joe Fields AP Chairman

Hi all, hope everyone is doing well. Our regular Div. 8 meeting was held October 16. After the formalities of our meeting were addressed, we closed the meeting and headed over to Bob & Cathy Kuchler's for a tour of his layout and homemade goodies prepared by Cathy. I had seen Bob's layout before, and since the time I saw it last he has really made progress. It's a great looking layout.

As for the Achievement Program, as of this writing I have sent John Stoltz's Golden Spike application to Frank Koch and will award it to John when approved. I also understand that the can expect lots of paperwork from K&I group in the near future for MMR certificates. I am looking forward sending them in also.

As 2014 winds down and the days start to get colder take a look at your layout and begin deciding to work on requirements for one of the seven certificates you need for MMR.

Here's a list of the ten categories you can choose from for your seven. 1. Motive Power, 2. Cars 3. Structures 4. Scenery 5. Prototype Models 6. Railroad Engineer Civil 7. Railroad Engineer Electrical 8. Association Volunteer 9. Association Official 10. Model Railroad Author. All it takes to earn one of these is:

1. Do the work
2. Document your work
3. Have it judged
4. Fill out the required paperwork.

Whatever category you choose, have fun and enjoy. When you are ready to have it judged, call me to set up a time.

BASIC LOCOMOTIVE MAINTENANCE

By Ed Brennan MMR

Several members of the K&I have asked me to compile a brief summary of items I'd recommend for maintenance of their locomotives. I've often said that if you're going to have a locomotive that you want to run it's essential to maintain it properly. A few minutes of care can help make certain that "model railroading is fun" instead of a pain in the neck.

First of all, there's really no special trick to maintaining your locomotive. Let's start with some of the basics.

Right from the box, the locomotive should be checked for a number of things. First, remove the shell and set it aside. (Be careful not to disconnect any wires that may be connecting lights on the locomotive body!) This will prevent damage to the handrails and grab irons on the shell. It will also help assure that you don't inadvertently put lubricants on the shell. For steam, you're probably dealing with a tender as well. There's usually no need to remove the tender shell, but do be aware that you'll want to check the wiring pins for alignment and/or damage.

Let's start at the top. Are motor wires connected? If not, your locomotive will not run. (You might think this is obvious, but you'd be surprised how many times I've seen people stumped because of this basic disconnect!) How about lighting wires? Again, you can save later frustration by checking now. For steam, what's the condition of the locomotive to tender harness? I personally spent over an hour troubleshooting a brand new Broadway Limited N&W J-class locomotive only to discover as I was packing it away that one of the connector pin receptacles was not making contact. While you're at it, check the pins in the connector receptacles to assure they aren't bent or otherwise unusable.

Moving to the gearbox, now would be a good time to apply a SMALL amount of lubricant to the gears. My choice is LaBelle #102, but any plastic compatible lubricant is okay. Some modelers recommend a heavier grease, but I've had success with the #102 so I stay with it. Again, I'll emphasize that you keep the lubricant to a minimum. Wipe off any stray lubricant.

If you don't own a NMRA Standards Gauge now would be a great time to acquire one. (There are several members of the K&I who'd be more than happy to explain its use to you if you're uncertain about it.) Our next check is wheel gauge. Can you believe that a perfectly good locomotive sometimes gets knocked about during shipment to the point that wheels are out of gauge? Well, it has happened more than once. While you're at it, place the frame on a flat surface and make sure the wheels all touch equally. If they don't, you may have a bent frame or misaligned wheel supports. You usually can't do much for a bent frame other than return it to the manufacturer, but you can sometimes correct the wheel supports. If you don't feel comfortable doing this, ask another K&I member for advice.

The rods, linkage, and pistons on a steam locomotive model present a completely different problem. It's EXTREMELY easy for these to become misaligned, even to the point that the locomotive won't function at all. (Steam locomotives are manpower intensive! That's one reason they don't run today.) A quick check of wheel spacing with the NMRA gauge is a good start, but it's only a minor portion of your task here. I've had locomotives arrive with pistons outside the cylinders, linkage bent, and just about everything else you can imagine wrong. Some of these just can't be fixed at our level; some can. My basic philosophy is that if I've paid for a fully functioning locomotive, I expect to receive a fully functioning locomotive. I don't like to send things back (I like to tinker with them), but I want them to work properly in the first place. This is especially true when I've paid hundreds of dollars for an item! I sent a Broadway Limited back several times because the gear alignment wasn't working properly and the locomotive jerked when running. Bachmann steam locomotives are notorious for weak locomotive to tender connectors; USE CAUTION! New locomotives have a warranty; I'm not afraid to take advantage of it, although I don't like not having the locomotive I just purchased.

For both diesel and steam, if you've purchased the locomotive used, I'd recommend a good wheel cleaning before you start running it. For me, this means applying Goo Gone to a small paper towel section, placing it on the track, then applying power to spin the wheels on that towel. For steam, don't forget to move the tender wheels back and forth on the towel, as well. Clean wheels are a must for DCC, and even more important for sound-equipped locomotives. While you're at it, check to assure that current pick-up wipers are properly located to function properly.

Continued on next page.

BASIC LOCOMOTIVE MAINTENANCE *(continued from previous page)*

For steam, now would be a good time to apply a light oil to the moving parts of the piston, linkage, and rods. Don't overdo it, but do assure all moving parts receive attention. I use LaBelle #107 as my oil of choice. Whatever you use, make certain that it's plastic compatible. Wipe away any residue with a soft cloth or paper towel.

Before re-installing the body shell, check coupler heights with an NMRA coupler height gauge. This will save you a lot of grief later. I'm a fan of Kadee couplers, usually a #5 (#148 for whisker type) or similar ("standard" head) if I intend to run the unit on the club layout. Styrene couplers will weaken over time, and that will provide you an unwanted disconnect. Spend a buck now and save the later frustration.

Now it's time to re-assemble the body and frame. Do so carefully, again checking for any lubricant residue before you consider the task complete.

I think you'll find that a few minutes spent in checking and lubricating your new locomotive will result in hours of fun instead of constant frustration.

By the way, don't forget to check your locomotive frequently, and lubricate it about every six months for steam or once a year for diesels. Once again, don't over-lubricate your locomotive and wipe away any excess fluids.

Happy Railroading!

HISTORIC RAILPARK BOWLING GREEN, KY



The Historic Railroad Park and Train Museum is located in and on the grounds of the former Louisville & Nashville passenger station in Bowling Green, KY.

Outside are static displays featuring restored locomotives, passenger equipment, and a caboose. A WW II hospital car and three compartment combine or undergoing restoration. Inside the station is a large model railroad built and operated by the sHOW Modular Railroad Club. The layout recreates Bowling Green in the L&N era. Compare the model of the station with the actual building in the photos below.

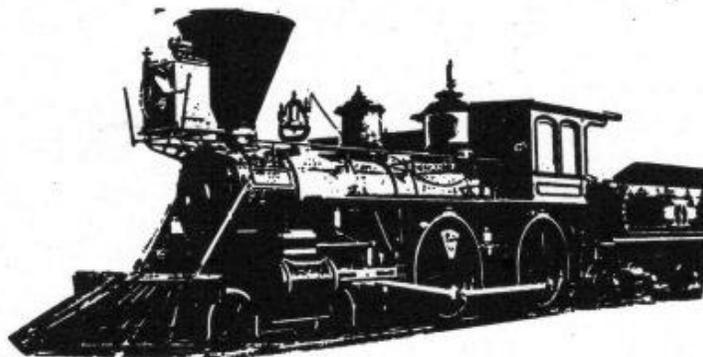
The museum also houses the Louisville & Nashville Historical Society archive.

Photos by Bob Dawson



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