



The Pie Card



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

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From the Superintendent's Desk



Around our house we don't have all the latest electronic items out on the market. I still have my first wind-up aviators watch and yes, it still keeps good time after forty-five years of service. I also like to get a hard copy of Model Railroader so I can "dog ear" any pages for future reference.

I keep ten years' worth of MR's and as a new year starts, the eleventh year goes to recycling. I take one last look to find any dog eared pages to see if I want to save the article or not. As I was looking through year 2007, it did occur to me what a number of people have said, and that is Model Railroader is half of what it used to be. I also hear the same comment about train shows.

So why is that? As I looked through the pages there were tons of ads. Some were for companies that, unfortunately, are no longer in business. There were also articles on how to do just about anything.

In less than ten years, companies like Atlas, Athearn, and Walthers are now sending us emails to announce current and future items. If we choose not to be on a company's email list, they all have a website to visit, so why should these companies spend big dollars on a magazine ad?

The same goes for a number of how to articles. If you can afford the premium lines of freight and passenger cars, you don't have to add that real wood deck to a car. You no longer have to chisel off those molded on grabs and ladders and add the real deal. So there are fewer and fewer articles on making the "blue box" car better.

We no longer have to go to a train show to see the latest and greatest. Most of us have come to know a manufacturer's line and when they announce say, an Athearn Genesis F-7, you know it's going to have all the bells and whistles. And if you get the engine with sound, it WILL have bells and whistles! So you preorder that engine and wait for it to arrive. Why do you need to see it at a train show?

So, yes guys, the shows are getting smaller along with the magazines and that's just the way it is.

JANUARY MEETING REPORT

The first meeting of the year was held Thursday January 19 in a new location; the 600 Room at 600 N. Hurstbourne Parkway. Thanks to Stan White for securing this location. The meeting was called to order at 7:30 PM with over 30 members and guests attending.

AP Chairman Joe Fields presented Mark Norman with his Master Builder Structures Award and a structures merit award. Joe and Bob Johnson judged a car for Mark after the meeting.

There were six entries (freight cars) in the Charlie Keeling Model Contest. Mark Norman took first place with his model of HO scale model of a space shuttle booster car.

The business meeting adjourned at 8:20 PM followed by refreshments provided by Bob Kuchler. Tom Guentner demonstrated a small "cheap" device that could be used to check track power. Tom gave everyone at the meeting one. Russ Weis presented a clinic on setting up a card forwarding systems using Shenandoah Software.

TIME TABLE

Feb 18, Sat, 2 PM, Div. 8 Mtg., Toy Mall

Mar 18, Sat 2 PM, Div.8 Mtg., 600 Room

Apr 1, Sat, Div.8 Spring Train Show, Moose Lodge.

May-No Meeting-Convention

Jun 8, Sat 2 PM, Div. 8 Mtg, TBA

July-15, No meeting-Picnic Depot Salem, IN

Aug 8, Sat 2 PM, Div.8 Mtg., 600 Room

INSIDE: FEBRUARY MEETING INFORMATION + LOVE THOSE LOADS + TRACKSIDE WITH CHARLIE KEELING + CONVENTION NEWS + DID YOU KNOW + BLOOMFIELD BRANCH ALBUM

CHARLIE KEELING MODEL CONTEST

February	Diesel Locomotives
March	Commercial Structures
April	Passenger Cars
May	The Pan-American Convention
June	Cabooses AND Open Loads
July	NO CONTEST
August	MOW Equipment
September	Photos
October	Steam Locomotives
November	Displays/Dioramas
December	NO CONTEST
January	Freight Cars

We had six freight car entries in this month's contest. Mark Norman won with his HO scale shuttle booster car. Bob Frankrone came in second with his HO scale model of a wind turbine set that included an idler flat car on each end of the car supporting the turbine blade. Bill Lynch's HO scale UPS spline 3-unit set came in third. Honorable mentions go to Barry Christensen (Detailed E&C Shops Southern Pacific woodchip car), Patrick Hardesty (Intermountain CB&Q boxcar kit), and Bob Johnson (BNSF intermodal container car). Check out my Facebook page for additional photos of all the entries.

Mark's entry was also submitted for judging at the January meeting and received 111 merit points! The cover was 100% scratchbuilt, including the end doors, fasteners, latches, and bracing. The base flatcar itself was super detailed. Mark said the most challenging part of this project was getting the thin plastic covers bent around the frame.

Stan White won the gift card drawing.

Contest standings for the year: Mark Norman's entry launched him into first place with 8 points; Bob Johnson is in second place with 7 points; It's now a two-way tie for third place between Bob Kuchler and Bill Lynch at 6 points; Patrick Hardesty is next with 5 points; Steve Lasher follows with 4 points; Craig Hatter and Robin White are tied with 3 points; and Barry Christensen is at 2 points.

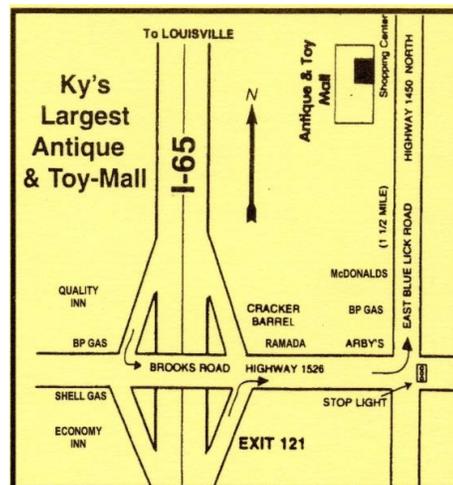
Because Division 8 is hosting The Pan-American, Mid-Central Region's Convention for 2017, we will not have a meeting or Division model contest in May. Instead, the May and June contests both are being held at our June meeting. We will have two different colored sets of tickets – one for Cabooses and one for Open Loads. We'll count votes for each separately.

Remember that the judging is strictly people's choice. I'll always have blank contest entry forms for anyone who needs one, but you can save yourself some time at the meeting by downloading the entry form from the Division 8 website or Facebook page and completing it prior to arriving at the meeting. 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.



FEBRUARY MEETING INFORMATION

The February meeting is Saturday, February 18, 2 PM, at the South Louisville Antique & Toy Mall, 4150-8 Blue Lick Road, Louisville, KY 40229. Host is Bob Johnson. The various layouts in HO, N, G, and O-gauge are the program. The model contest will be held at the Toy Mall. **PLEASE BRING A CHAIR; ADDITIONAL PARKING IS AVAILABLE AT THE CHURCH ACROSS BLUE LICK ROAD FROM THE TOY MALL.**



MAINTENANCE TIES FUND 2017

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.

K&I MODEL RAILROAD CLUB LEAVING BUCKNER FIRE HOUSE

Nat King, K&I Club Superintendent reports that the club has been officially informed by the Kentucky Hwy. Dept. to vacate the building by February 10, 2017.

K&I CLUB AT FERN CREEK LIBRARY

Even with packing up the large layout, the K&I Traveling Layout will be at the Fern Creek Branch of the Louisville Public Library from Monday February 13th to Saturday February 18th. Monday to Thursday from 10 AM to 9 PM, Friday 10 AM to 5 PM and Saturday from 10 to 1 PM. (Check their Facebook Page for more details).



JANUARY MEETING Photos by Fred Soward

Left:

Russ Weis opens our first meeting in the 600 Room at 600 N. Hurstbourne Parkway. Thanks to Stan White for procuring this space for us.

Right: Mark Norman's January model contest winner.

During the Space Shuttle program, these cars were used to transport the individual booster segments from Promontory, Utah. After a 7-day journey, the cars would arrive at the Kennedy Space Center. Next, the clamshell covers would be lifted off the flatcar using a special crane before the segments were removed, assembled as the solid rocket boosters, and ultimately used to lift the Shuttle to space.



Left. Taking second place, Bob Frankrone's wind turbine set featuring a kit-built wind turbine blade and mounting pieces. The two idler flat cars have wooden scale lumber decks, laid board-by-board by Bob. He finished off the set with weathering.

Below: Bill Lynch took third with his detailed and weathered 3-unit spline car set.



Left: Achievement Program Chairman Joe Fields presented Mark Norman his NMRA MMR Achievement Program certificate for Master Builder - Structures at the January Meeting. Mark also received a structures merit award.

LOVE THOSE LOADS

By Bob Frankrone.

One of the things I like about open loads is the variety. It seems as though there are endless types of loads that can be transported on a flat car or loaded into a gondola. Today, more than ever, there are many manufacturers that offer a complete line of open load items and kits. And while the commercial market is a great source for some fine looking loads, it certainly isn't the only source. This month I want to talk about a couple of loads I made from common items that can be purchased rather cheaply at most hardware stores.

Of the two loads pictured here, one is a flammable-liquid storage tank and the other is an industrial roller. The storage tank is made of three pieces of common PVC plumbing pipe; two end caps and a center section. Since I model in HO scale, I selected 1" diameter pipe to have an appropriately sized load. With a little sanding, some careful gluing, a splash of paint with a decal or two thrown in, you can quickly create a nice looking storage tank.

I had some curved mounting fixtures in my scrap box, which proved to be the perfect parts for securing this load to the flat car. I also added some steel banding, which I simulated by using 1/32" wide chart tape. I painted a red crimping ring on each band to add a little extra visual interest. The industrial roller is made up of seven pieces; two PVC reduction pipes (3/4" to 1/2" diameter), a discarded plastic spool from an empty tape dispenser, and four threaded lock washers that I picked up in the electrical section of the hardware store. I had to cover the smaller opening of each reduction pipe as well as both sides of the plastic tape spool. I used 0.010" sheet styrene and liquid plastic cement for this rather simple task. Again, a little sanding, careful positioning and gluing of pieces, and some paint is all that is required to create this unique load. The only remaining task was to figure out how to mount the roller onto the flat car.

I don't have a secret formula for coming up with mounting fixtures for loads, but I do prefer using scale lumber to create plausible wooden support structures. As seen in the accompanying photo, I created a support structure for each end of the roller and a simple cradle for the center roller to rest upon. To secure the load to its supports and to the car, I used 1/32" wide chart tape to simulate steel banding. Once again I painted red crimping rings on the steel bands.

These are just two examples of the many different loads that I have created over the years using inexpensive, household items. It seems I am always keeping my eyes open for that perfect "something" that I can turn into an interesting open load.



Far left: This storage tank was created using just three pieces of PVC piping. Bob sanded, glued, painted, and decaled the tank before mounting it to the flat car.

Near left: Bob used common hardware items to build this industrial roller. He used scale lumber to build the mounting fixtures.

Photos by Bob Frankrone

TRACKSIDE WITH CHARLIE KEELING

Passengers board L & N Combine #665 for an excursion from Union Station Louisville in 1961. The lady in the dark coat is Charlie's wife Ruth. Built as a coach in 1913 by ACF it was later rebuilt as a "Jim Crow" combine for local use to comply with Kentucky's racial segregation laws of the period.

It served on both the Bloomfield and Bardstown branches until its retirement in 1953.

#665 was bit of celebrity. In 1956 it was used in a NBC Television special about Abraham Lincoln. Later that year it had the role of a B&O Coach in the Movie *Raintree County* starring Elizabeth Taylor. Finally it accompanied the Civil War Locomotive *The General* on its Centennial Civil War Tour. #665 is at the Kentucky Railway Museum.



The Pan-American...Getting the word out!

By Fred Soward



There's a lot that's been going on in the background getting ready for the convention. If you've not been part of the planning committee for our May 18-21, 2017 convention, you may not realize how much is in the works and has already been completed.

The publicity folks have been especially busy! There's a website (<http://www.2017PanAmerican.org>), a Facebook page, a retractable advertising banner, a trifold pamphlet that's been printed and distributed at conventions, train shows, and division meetings, a slideshow that's been shown at the National convention, Division meetings, and train shows, a PowerPoint slide deck that's been presented at Division meetings and at the 2016 Mid-Central convention, the recently-published article in the Kingpin, and trips to train shows, Division meetings,

and clubs!

Fred Soward traveled over 1700 miles to take the story of our convention to Lexington, Nashville, Dayton, Indianapolis (Danville), Cincinnati, and Charleston, WV. Eric Waggoner accompanied him to a train show in Danville, IN, to visit the Central Indiana Division. After hosting the 2016 NMRA National Convention they decided to take break from Division meetings this year so the best way to get the message out to that group was to go to their train show and sale which was the same weekend as our Fall train show and sale. That's why you saw Bob Frankrone and Russ Weis promoting the convention at our event. Barbara Soward was on every visit except the Danville trip. We did not initially plan to go to Charleston, WV, but the Coal Division specifically asked that we make the trip and Bob Weinheimer offered a sleeping car roomette on the Pennsylvania Southern (*see photo at right*) to Fred & Barbara for an overnight stay. The next morning was an early one because the Cincinnati Division was that afternoon!



Above: Pennsylvania Southern Business Train.
Photo by Fred Soward.

It was great to get out and see what all the Divisions are doing for their meetings. Some are very similar to what you see at Division 8 while others do things just a bit differently. There were positive comments about what we have planned for the convention and a lot of interest. More than one person at every location said they didn't realize there was so much to do in Louisville!

If you'd like to take a look at a compressed version of the roadshow, check out this link: <http://bit.ly/2i66Ans> Be sure to watch it all the way to end. . . the best part is at the end when you think it's all over.

Did You Know – The Cumberland & Ohio Railroad

By Rick Tipton and Bob Dawson



One of the lesser-known rail stories in this part of Kentucky is the saga of the Cumberland & Ohio Railroad (call it CL&O). This project wanted to connect some point on the Ohio River with the Cumberland River at Nashville. Instead, its construction created three L&N branch lines.

The CL&O hoped to be a competitor to the L&N. Using all the usual blather about “L&N’s monopoly” to scare up financing, it raised “online money” from towns and counties it would run through. Its projected line’s Northern Division would have come from opposite Madison IN on the Ohio via Eminence KY, Shelbyville, Taylorsville, Bloomfield, to Lebanon. The Southern Division would have gone from Lebanon, through Campbellsville, Greensburg, Glasgow, Scottsville, Westmoreland TN, and Gallatin into Nashville.

Left: Constructing the Bloomfield Section.

Of course, the Louisville & Nashville Railroad was the 800-pound gorilla in the room. The L&N was not about to suffer a competing line built east of and parallel to its main, and it applied its considerable legal and political power in Kentucky to hinder the CL&O’s progress. As a going concern from before the Civil War, the L&N had a big advantage. Also, the CL&O’s construction financing was hindered by a major depression (bringing farm price deflation) in 1873-76, and another bank panic/wave of bankruptcies in 1883.

Despite L&N’s opposition, three pieces eventually were built:

The CL&O Northern Division never got beyond unfinished roadbed, right of way, and other improvements extending from Eminence to Bloomfield – although one newspaper article claimed some work was done south of Bloomfield, and several recent comments on Facebook speak of the partially-built tunnel visible north of the Bluegrass Parkway.). But nothing was complete by July 28, 1879, when the Eminence-Bloomfield properties were leased to the Louisville Cincinnati & Lexington. After January 1880 the line was opened between Bloomfield and Shelbyville, via Taylorsville, Normandy, and Finchville. At the time this extended the Shelby Railroad, which left the Louisville Cincinnati & Lexington at Anchorage but only ran east to Shelbyville. The L & N gained the CL&O’s Northern Division (and the Shelby Railroad) when they acquired the LC&L. The line south of Shelbyville became the L&N’s **Bloomfield Branch**, which was traversed by a mixed train out of Louisville even in diesel days, but was abandoned circa 1952 (see *Ghost Railroads of Kentucky* for much more detail). In the Sixties this abandoned r-o-w was cut on the edge of Shelbyville by I-64 construction at Exit 32.

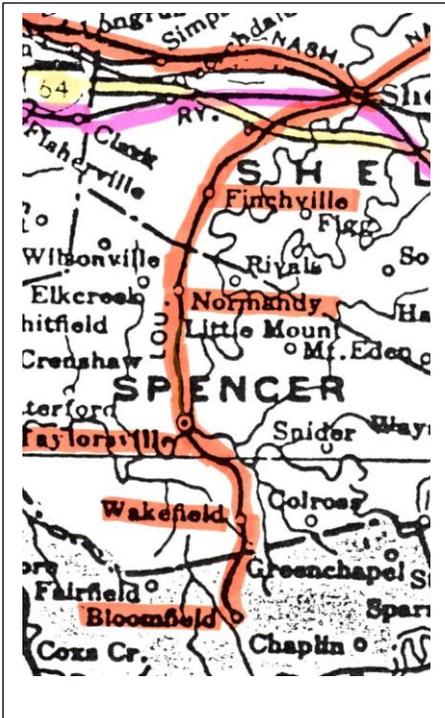
Right: Gate protecting CSX (now R. J. Corman) crossing of Norfolk Southern on the Bloomfield Branch south of Shelbyville, KY in 2000. The gate has since been replaced with a signal.



A segment of the Southern Division built south from Lebanon, through Campbellsville, to Greensburg. It’s rumored that there was also grading done north of Lebanon toward Springfield, but no track was laid. We know that this line defaulted in 1883 because we found a Cumberland & Ohio bond backed by Green County KY in the late Jack Fravert’s estate – its coupons were clipped up to March 1883 (which means interest was paid, possibly through a local bank). But the NEXT coupon was safety-pinned back in its slot – it and all following coupons were unpayable. This piece of the CL&O, of course, became L&N’s **Greensburg Branch** – where even the bridges rebuilt by L&N eventually became antiques, requiring a lightweight locomotive to be kept at Lebanon (and later Lebanon Jct.) to service the branch – in diesel days, this was a GE 70-tonner or an Alco S1.

Per Kinkaid Herr’s *History of the L&N Railroad*, the Cumberland & Ohio out of Tennessee (again, a segment of the Southern Division) was purchased in 1885 by the Chesapeake & Nashville RR with intention to connect from Glasgow to the Cincinnati Southern at Danville. The line from Gallatin through Bethpage and Westmoreland TN to Scottsville KY was completed in 1886 with some grading toward Glasgow. But this line entered receivership in 1891 and obtained by L & N in 1906 to become the **Scottsville Branch**. Today the only part of the Cumberland & Ohio that still sees a train is a remnant of the old **Bloomfield Branch** running south out of Shelbyville. It terminates just north of I-64 and is operated by the R. J. Corman Railroad.

BLOOMFIELD BRANCH ALBUM



Left: Map of the Bloomfield Branch
 Below: Finchville Depot. An L&N photo taken at the time of abandonment.



Left:
 Section House at Normandy, KY in use to store farm equipment.

This photo was taken by Bob Dawson in 2000 from the track bed. A check of Google aerial photos showed that the building was still there in 2015. The Normandy depot was in a store that would have been to Bob's right.



Above: Wakefield, KY Depot. Like Normandy, it was located in a general store. In the left photo the trains can be seen to the right of depot with a crewman heading back to the combine at the end of the train. Right: As it appeared in 2000 in used a residence. The track ran to the right of building.



There was one tunnel on the line, south (railroad north) of Taylorsville, KY.
Today, the center of the tunnel has collapsed.

Photo by Butch Atkins.



Above left: End of the line Bloomfield, KY. The facilities at Bloomfield. Above right: Bloomfield Depot today. The depot houses Bloomfield City Offices and a Nelson County Branch Library. The Bloomfield trains were unusual in that they operated between Baxter Ave. Station and Bloomfield. The locomotive picked up its cars at South Louisville Yard, and then stopped at Baxter Avenue to board passengers. The facilities at Bloomfield included a turntable that allowed the power to be turned on the return trip.



EQUIPMENT

During the late steam era motive power was usually an H Class 2-8-0. After 1949 was typically an Alco or Baldwin Switcher.

Left: Is Alco S-1, #24 at Shelbyville on the last train on the Bloomfield branch on October 10, 1952. Below combine 665 that was used on the branch at the end.



Further reading:
Ghost Railroads of Kentucky, Elmer G. Sulzer.

“Traces of the L & N Bloomfield Branch” by Lee Gordon, *The Dixie Line*, February 2000

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 Region Convention**

**May 18-21, 2017
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