



The Pie Card



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

Volume 60

January 2017

Number 1

From the Superintendent's Desk



I hope all of you had a great holiday season and your new year is off to a good start.

It was nice to see so many of you at the Christmas party and we are glad you liked the restaurant we chose for this year's event. For those who couldn't attend the party, we had a private room with our own bar and a couple of great ladies who kept the food and drinks coming.

Speaking of change, this year will hold many due to our hosting the MCR convention in May. With that said, the first change is there will be no general membership meeting in May. A fantastic substitute, of course, will be the convention. If you haven't checked out the website for new additions on things to do at the convention, I encourage you to do so.

Cabooses are scheduled for our May contest and we know many of you have entrees for that, so at our June meeting we will have two contest categories, cabooses and open loads. Please read your Pie Card carefully for these and other changes throughout the year.

Another big change this year will be a different location for our general membership meetings. Although the Legion post has been very accommodating, the room for our meetings is not the best for a number of reasons. For you who have attended a meeting there, you understand. What about the work and money we put into the lighting at the old Legion post? True we hate to give up that money, but I know once you see the new location, you'll agree it's worth it.

TIME TABLE

Jan 19. Thur, 7:30 PM Div.8 Mtg., 600 Room.

Jan 21-22, Great Train Show, Ky. Fair & Exposition Center.

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



NEW MEETING LOCATION

Thanks to Stan White we now have a new meeting location. The 600 Building at 600 N. Hurstbourne Pkwy. 40222. This is on the U of L Shelby Campus just north of Shelbyville Rd. The 600 Building can be accessed either from Hurstbourne or N. Whittington Pkwy. Park on and inter from the Whittington Pkwy. (West) side of the building.

Our meeting space is at the end of the hall and to the right, the 600 Room.

There is a large Churchill Downs sign on the east side of the building.

INSIDE: NEW MEETING LOCATION + Contest and 2017 Meeting Dates + Photos from Christmas Party + Love Those Loads + Rogers Locomotive Works + Charlie Castner in Classic Trains + Christmas Layouts

CHARLIE KEELING MODEL CONTEST

Fred Soward, Contest Chairman

January	Freight Cars
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

We did not have a contest in December because our meeting was the annual Christmas party & dinner. Our contest year continues in January with Freight Cars.

Did you notice the change to the schedule? We will not have a contest in May because instead of a Division 8 meeting, we will be hosting *The Pan-American*, Mid-Central Region's Convention for 2017. Because of that, we decided to combine the May and June contests. We did something similar before because of a weather cancellation to a Division meeting, so it's not really new, just a change for one month. We will have two different colored sets of tickets – one for Cabooses and one for Open Loads. We'll count votes for each separately.

Contest standings for the year obviously haven't changed since last month because we didn't have a contest in December, but here's a reminder for everyone: It's now a two-way tie for first place between Bob Kuchler and Bob Johnson; Patrick Hardesty, Steve Lasher, Bill Lynch, and Mark Norman are in second place with 4 points; Craig Hatter and Robin White are tied in third place with 3 points; and Barry Christensen remains in the back of the pack with 1 point.

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



JANUARY MEETING INFORMATION-NOTE THURSDAY MEETING AND NEW LOCATION.

The January meeting will be **THURSDAY** January 19th, 7:30 PM in the 600 Room, first floor of the 600 Building, 600 N. Hurstbourne Pkwy. 40222. Parking is on the west side of the building on N. Whittington Pkwy. Use the Whittington Pkwy. entrance. Go to the end of the hall and turn to the right. Our meeting room is on the right. Russ Weis is giving the clinic on "Setting up waybills using Shenandoah Software". Bob Kuchler is providing the refreshments.

This meeting is being held on Thursday due to conflict with the "Great Train Show" weekend of 21-22 January at the Kentucky Fair and Exposition Center.

2017 MEETING SCHEDULE

January 19, Thursday 7:30 PM, 600 Room
 February 18, Saturday, 2:00 PM, Toy Mall
 April 15, Saturday, 2:00 PM, 600 Room
 May-NO MEETING-CONVENTION
 June 17, Saturday, 2:00 PM, 600 Room
 July-NO MEETING-PICNIC/OUTING
 August 19, Saturday, 2:00 PM, 600 Room
 October 21, Saturday, 2:00 PM, 600 Room
 November 16, Thursday, 7:30 PM TBA
 December-NO MEETING-CHRISTMAS PARTY
Check the Pie Card for any changes.

SILVER SPIKE

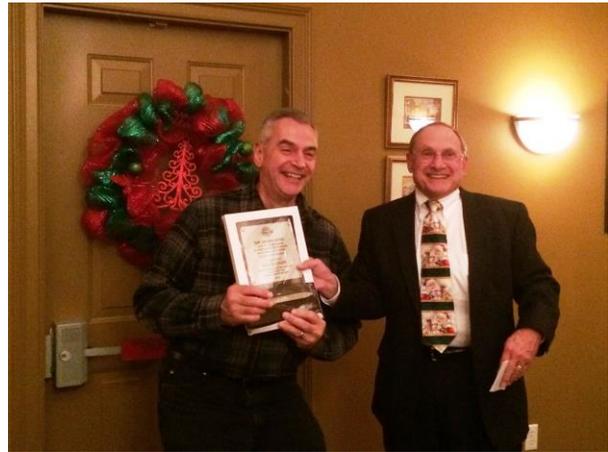
Congratulations to Bob Kuchler and Mark Hedge who were presented with the Silver Spike award at the Christmas Party. Bob and Mark were recognized for their exemplary service to Division 8. See photos on page 3.

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.

CHRISTMAS PARTY

Division 8 Members and guests enjoyed a buffet dinner at J. Harrods Restaurant and Bar in Prospect. Unless noted otherwise photos provided by Fred Soward



Above left: Superintendent Russ Weis presenting Mark Hedge with his Silver Spike Award. Above right. Bob Kuchler receiving his Silver Spike Award. *Photo by Rob Cooper.*



LOVE THOSE LOADS

By Bob Frankrone.

Anyone who has been in my basement or has seen pictures of my layout knows that I have a large blast furnace, which is part of the Bethlehem Steel complex located in Falls Creek. Steel mills are fascinating places and they can generate a lot of interesting railroad traffic. I particularly like the specialty cars such as the hot metal bottle cars and the strange looking ingot-mold cars, both of which are fairly common sights in and around an active steel mill. While I do have several of those type cars servicing my steel mill, I wanted to create a unique piece of railroad traffic that would stand out from the ordinary. What better way to do that than creating a specialty load just for the steel mill.

I am always on the lookout for anything that I think would make a realistic and interesting open railroad load. Several years ago, while attending a train show in Cincinnati, I came across an HO scale large slag pot. Slag is the by-product of the smelting process that takes place in the blast furnace of a mill, and it is captured in a slag pot. I purchased the item because I decided that Bethlehem Steel needed to replace their damaged slag pot and order a new one...to be delivered by rail, of course.

I had no idea how I was going to mount this large slag pot to a flat car. It was definitely too wide to lay it flat on its open face, and way too tall to mount it upright on a standard flat car. Fortunately, the slag pot I purchased came with two prototype photos showing a slag pot mounted on a flat car. Perfect, now I could simply follow the prototype and not have to come up with my own concoction for mounting the oversized pot.

Because of the pot's height, I chose to use a Walther's 90-ton depressed center flat car, which was perfect for this project. I did have to add four tie-down brackets, but this was easily done by using styrene right-angle strips that I cut to length and drilled.

Studying the prototype pictures, I used various sizes and thicknesses of scale lumber (I always have plenty on hand) to duplicate the supports and bracing for the slag pot. This step was made much easier by using my Northwest Short Line chopper tool. A little finagling was required to make sure the pot was level and square to the surface of the flat car. Once the slag pot was positioned and glued to its support fixtures, I tied it down with heavy duty thread to simulate a tie-down cable. This was the reason I added the four tie-down brackets to the surface of the flat car. Although the slag pot pictured in the prototype photos doesn't have any tie-down cables, I always like to tie down my loads as an additional point of visual interest.

So now Bethlehem Steel will get their long awaited replacement slag pot, shipped of course, by rail.



The picture on the far left is one of the two prototype photos that came with the HO scale slag pot.

The picture on the right is the model he built for the steel mill on his layout.

Photos by Bob Frankrone

**TRACKSIDE AROUND LOUISVILLE – K & I'S "X" TOWER**

Left: The unassuming two story structure to the right of tracks is the fabled K & I T RR's "X" tower. Fabled because its location was known but no pictures had been found. Now thanks to the Facebook K & I site it has been found.

Per K & I Time Table #56 from 1958: "X" Tower interlocking limits extend from 17th and Canal to 13th and Canal." X Tower's primary function was to control the movement of passenger trains between Youngtown Yard and Central Station. The last passenger service at Central was B & O, ending in early 1961, and the tower was no longer needed. It was closed in August 1961 and was removed soon after.

Norfolk Southern and Louisville & Indiana railroads still interchange cars at this location.

The *Pan-American*...You won't want to miss it!

By Bob Frankrone



The presents have been unwrapped, the New Year has been rung in, and the Super Bowl is fast approaching. Yes, it's that wonderful time of year when model railroaders submerge themselves into the deep recesses of their basements to once again tackle the myriad of model railroading projects that await them. I can't think of a better time of year to take a welcomed break from the prototype world and enjoy the pleasures that our scale railroading world has to offer.

Although there are still a couple more months of winter, springtime is really just around the corner. And this spring promises to be an exciting time for model railroaders in the Louisville area. This is the year when Division 8, your Division, is hosting the annual Mid-Central Region convention. We have titled it *The Pan-American* in honor of the L&N's

premier passenger train that ran from Cincinnati to New Orleans via Louisville.

Model railroading conventions provide the perfect forum for model railroaders to get together and rediscover what it is that makes model railroading such a great hobby. This year, it's right in our own back yard and you won't want to miss it!

Why attend a model railroading convention? Well, for one reason, it's fun. But aside from the fun, there is so much more to be gained by attending a convention. Conventions provide a wonderful opportunity to expand one's knowledge of the hobby, and to learn and develop new modeling skills. There are numerous instructional and informational clinics (some given by nationally known model railroaders), which cover a wide range of subjects and topics. In my opinion, clinics are the heart of any model railroading convention...it's just amazing what you can learn from them.

Conventions also offer a chance to tour some fantastic home and club layouts that are always fun and inspirational. You can also check out the work of other model railroaders by stopping by the contest room and viewing the many exquisite models on display in all the NMRA contest categories. Why, you can even enter one of your own, as the contest is open to all NMRA members.

In addition to all of this, conventions offer prototype and industrial tours, non-rail tours, white elephant sales, social events, a banquet, and more. In fact, there are so many activities that are offered, it is impossible to attend or participate in them all. Our *Pan-American* will be packed full of these and more events for your education and enjoyment. Check out our convention web site at <http://www.2017panamerican.org/> for a more detailed description of *The Pan-American's* many and exciting activities.

Ask anyone who has attended a model railroading convention and I'm sure they will tell you not only what a great time they had, but how much they learned about the hobby. If you have never attended a model railroading convention, then this should be your year to do so. I would encourage anyone who is interested in developing their knowledge, skills, and appreciation of the hobby to attend at least one model railroading convention. But a word of caution...you won't be able to stop at just one. I hope to see you at *The Pan-American* in May.

ROGERS LOCOMOTIVE WORKS

By Rick Tipton

Here in Louisville, Kentucky, one of our favorite museum engines is L&N 152, which was donated to Kentucky Railway Museum in Fifties, and in the Sixties moved from South Louisville Shops to the Museum location down along River Road (in the flood plain). We've followed 152's career as a fan trip engine, through the time KRM was at Ormsby Station in the northeast suburbs of Louisville, and now to KRM's present home on L&N's former Lebanon Branch, based in New Haven, KY, a couple of counties out into the exurbs.

For years I've accepted without a lot of investigation that 152 was built by Rogers Locomotive Works in 1905. However, recently I finally got my hands on a reference volume from Kalmbach Publishing originally written/compiled by the late George H. Drury. George was Kalmbach Publishing's librarian 1975-1997; thus he lived with the photo and book collections built up by *Trains* magazine. Katie and I used to see George at various NMRA regionals and nationals, and enjoyed his deep knowledge and his dry wit; alas, he died in 2013.

According to Drury's *Guide to North American Steam Locomotives* (2015, revised from the 1993 first edition):

"Rogers Locomotive Works began as a machine shop in Paterson, N.J. in 1832. It began producing locomotives in 1837 and soon acquired a reputation for solid, modern design. By the early 1860's it was third in production after Baldwin and Norris, and second after Norris shut down in 1866. Its status began to decline in the 1880's... selling out to Alco in 1905. The manufacturing plant was obsolete and, amazingly, lacked rail access. [Under Alco] Rogers Works produced light locomotives and machinery until 1913. Total production was about 6,300 locomotives."

This leaves me with the image of teams of horses dragging new steam locomotives through the brick streets of Paterson, New Jersey to reach a railhead. Nevertheless, with 6300 locos built, Rogers once had a significant footprint in American railroading. A sampling:

1899-1900 – Rogers, Baldwin, and the CB&Q shops share orders for 43 H-4 2-6-0's for Chicago, Burlington & Quincy.

1899-1900 – Rogers builds 50 G-3 4-8-0's ("Mastodons") for Great Northern.

1900 – Rogers builds 3 A-8 0-6-0's for Great Northern.

1900-1908 – Rogers and Baldwin share orders for 8 4-4-0's and 19 4-6-0's for New Orleans, Mobile, & Chicago (later Gulf Mobile & Northern)

1900 – Rogers builds 4 0-6-0 (#11-14) and 10 4-6-0 (#178-187) for Mobile & Ohio (GM&O predecessor).

1900 – Rogers builds 3 D-7 2-8-0's (#264-266) and 7 D-9 2-8-0's (#257-263) for Texas & Pacific (plus more D-9's in 1903 and 1906).

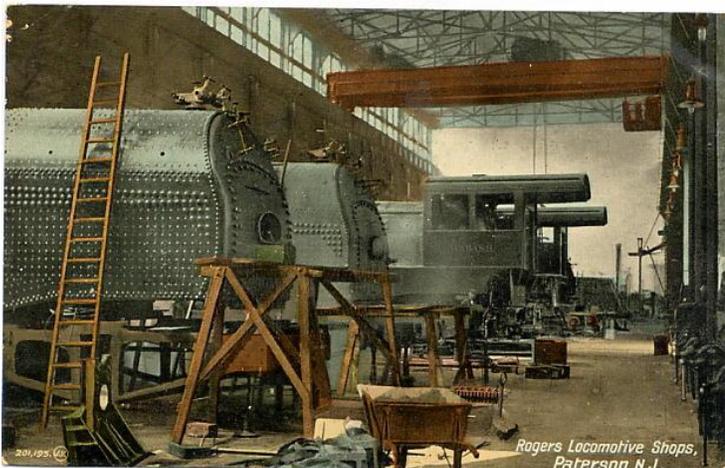
1900 – Rogers builds one 0-6-0 (#25) for the West Point Route (A&WP + WRofA).

1900-1907 – Rogers builds 9 class A 4-6-0's for the Atlanta & West Point, and four more A's for affiliated Western Railway of Alabama. In 1907 builds one class P 4-6-2 for A&WP, one for WRofA, and one for Georgia Railroad.

1902-1905 Rogers builds 25 H-21 2-8-0's for **L&N** (#950-974).

1904 – Rogers builds 2 H-24 2-8-0's for **L&N** (#848,849)

1905 – Becoming an Alco plant, Rogers builds L&N K-1 Pacifics (#150-154); their great steaming capacity made them an immediate success -- interesting that this was the only L&N passenger power built by Rogers in the 20th Century. South Louisville Shops proceeded to build 20 more K-1's (#155-174) by 1907; subsequently 15 of the K-1 (including **#152**) and all 20 of SLS's K-2 production (#175-194, built 1909-1910 with superheaters) were rebuilt as class K-2A (Walchaert valve gear, piston valves and superheaters). "The K-1 and K-2 took over on the Cincinnati-Atlanta and Cincinnati-New Orleans main

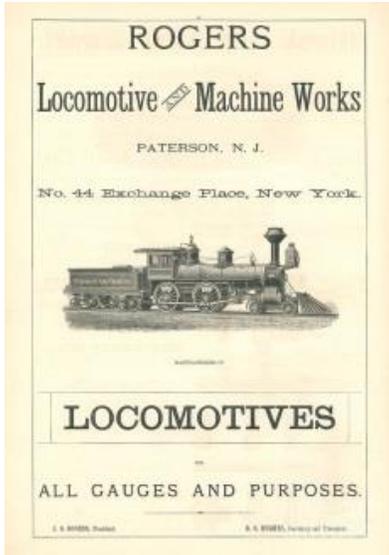


lines” (Louisville’s own Charles B. Castner wrote the Drury book’s pages on the L&N and NC&StL).

1906 – Rogers builds 5 F-8 2-6-0’s for **L&N** (#545-549)..

1907 – Manchester and Rogers build 20 B-4 0-6-0’s for **L&N** (#2070-2089); these appear to be **Rogers’ last delivery to L&N, as volume is ramping up at South Louisville Shops.**

1913 – Rogers builds its last engine, a single 0-4-0T (a shop engine?) for DL&W.



Above: Exterior of Rogers Locomotive & Machine Works.

Left:

Probably the most famous Rogers built locomotive (at least around here), Kentucky Railway Museums #152

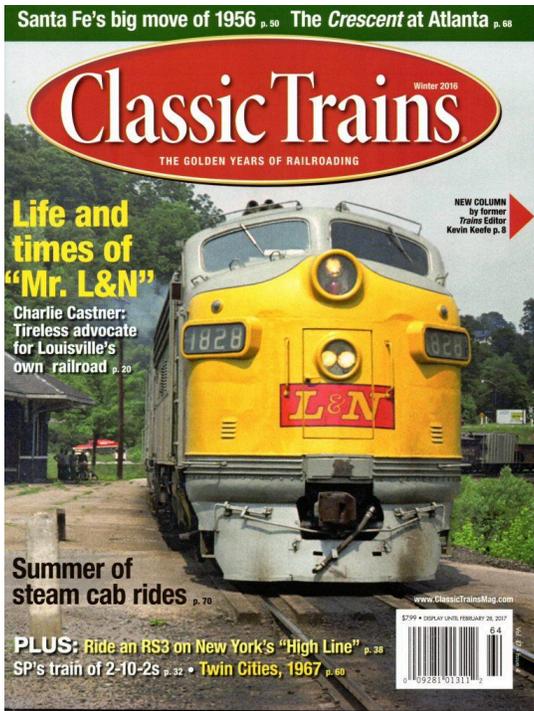
Photo from RailpictureArchives.net taken by Tom Binger.



H-24 No. 848 at South Louisville in 1946.

Richard E. Prince

Left: H-24, 2-8-0, #848 built by Rogers in 1904. Photo from *L & N Steam Locomotives* by Richard Prince. Mr. Prince took this photo at South Louisville in 1946. The locomotive was scrapped shortly thereafter.



CHARLIE CASTNER FEATURED IN CLASSIC TRAINS

The following is adapted from Facebook postings by Charlie Buccola and Ron Flanary.

The Winter 2016 issue of Classic Trains magazine is out. If you are not a subscriber you can pick up a copy at a bookstore or hobby shop. The cover story is about "Mr. L&N" -- Charlie Castner. For those of you who know Charlie, and even if you don't, you might want to pick up this issue of the magazine that covers a life well lived, much of it at trackside. Ron Flanary and I had the honor of writing about Charlie. But his story is more important than who wrote it. The rest of the magazine is great as is the norm. As the article came together and certainly seeing the published copy, it occurred to me that while it addressed one individual, it said a lot about the evolving nature of railroading over the past three generations. Ron Flanary wrote, "Folks, I urge you to get a copy of this issue of CT and read about this wonderful person who has been my friend and mentor since I was 14 years old. I owe him a great debt of gratitude for all he has done to support and guide me through my life. He deserves every nice thing ever said about him. And---for those of us who revere the late David P. Morgan, you'll learn a lot about his friendship with Charlie."



Christmas is a time for model trains. Harry Munzer (above left) and Bob Irmscher (above right) again hosted their annual Christmas open houses.



Left: The Kentucky & Indiana Club travelling layout was set up at the Southwest Regional Library in Valley Station. You can catch this layout again at the Fern Creek Public Library February 13th to 18th.
 Location: 6768 Bardstown Rd
 Louisville, KY 40291.
 Monday thru Thursday from 10:00 am to 8:00 pm
 Friday and Saturday from 10:00 am to 5:00 pm

Superintendent:	OFFICERS:	
Asst. Supt:	Russ Weis	502-245-7991
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 Division Eight, MCR, NMRA
 Box 99041
 Louisville, KY 40269-0041

Editor & Publisher:
 Bob Dawson
 Asst. Editor: Rick Tipton

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Please address all correspondence to Bob Dawson, Editor, 7305 Ticonderoga Dr., Louisville, KY 40214 or email: dawsobl@aol.com.

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