



The Pie Card



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

Volume 51

June 2017

Number 6

From the Superintendent's Desk



The 2017 MCR convention was a big success due to the many Division 8 members who either helped during the convention, or spent the last two- years- plus planning it.

I was happy to see so many of our members at the convention and I'm sure they had a good time as I have received many positive comments.

For those who couldn't attend you missed some great tours, clinics and fellowship. Fortunately for you, most clinics will be on the Division 8 website soon.

One thing we can't put on the website is the fellowship. During clinics and lunch breaks there were always attendees comparing notes of the clinic they just heard, or simply catching up on the progress of other member's layouts.

That's why I keep encouraging you to attend conventions and Division 8 monthly meetings as your time permits. They are a great way to get new ideas on how to start or improve upon your own layout.

Many layout ideas are usually not originally from the layout owner. A number of items I used on my layout were from seeing them on other layouts. And guess what? When I asked how did they do this or that, quite often the answer was, "Oh I saw it used on another layout and thought I'd try it."

Sunday at my open house many of the visitors said they liked how I did something and they wanted to use it.

At every Division 8 meeting we try to put together a short program to show new techniques to model, paint, or run your railroad. Sometimes a member might bring a DVD on the 1:1 scale to point out how the real railroads operate and how you can incorporate that in a future ops session.

Our Mike Berry brought such a DVD from NS. He pointed out how long it takes to get air pressure to the end of your mile long train after all the air hoses are connected. It's longer than you'd think. We can't wait that long, but we could build some hold time for air pressure before we head our train out of the yard.

All these things you can learn by going to conventions, division meetings, and ops sessions. So get involved, or more involved, and make your layout one of the best!

DIVISION 8 SUMMER PICNIC 2017-SAVE THE DATE

The Division 8 Picnic will be Saturday July 22 at the Salem Depot Museum in Salem Indiana. This is a change in date from what was listed in the Time Table last month.

The menu will be "picnic fare": Hamburgers, Hot Dogs, Bratwurst, Baked Beans, Potato Salad and Cole Slaw. An assortment of desserts will be provided.

Cost will be \$5 per person, **see flyer in this issue for reservation details.** Right: Monon-prototype model railroad at Salem Depot Museum

TIME TABLE

Jun 17, Sat 2 PM, Div. 8 Mtg., 600 Room

July 22, No meeting, Picnic, Depot Salem, IN

Aug 19, Sat 2 PM, Div.8 Mtg., 600 Room

Sep 16, Sat 2 PM, Div.8 Mtg., 600 Room

Oct 21, Sat 2 PM, Div.8 Mtg., 600 Room

Nov 16, Thur 7:30PM, Div 8 Mtg, Southern Indiana Club, Jeffersonville.

Nov 18, Sat 10-3, Div.8 Train Show, Moose Lodge



CHARLIE KEELING MODEL CONTEST

By Fred Soward, Contest Chairman

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
February	Diesel Locomotives
March	Commercial Structures
April	Passenger Cars
May	Cabooses

As we've been reporting for several months, the June contest will be a double-header! We're playing catch-up because we took May off for The Pan-American convention. Well, OK, we really didn't take the month off, but we didn't have a Division meeting and we therefore didn't have a contest.

Bring your favorite bobber, brake van, cabin car, caboose, crummy, hack, or way car for the Caboose modeling contest. No FREDs allowed, except for me. Don't forget to also bring your favorite Open Load mounted and secured in or on a flat car, gondola, or hopper. I suppose you could have an open load on top of a passenger car, but I'm not sure what that would be or look like! We will have two different colored sets of tickets – one for Cabooses and one for Open Loads. Although they'll be conducted at the same time, we'll count votes separately for each.

Contest standings for the year haven't changed since the last issue of the Pie Card: Bob Johnson, and Bob Kuchler are now tied for first place with 9 points; Steve Lasher and Mark Norman are tied for second place with 8 points; Joe Fields and Bob Frankrone move into third place with 7 points; We now have a three-way tie for fourth place between Barry Christensen, Don Fowler, and Bill Lynch at 6 points; Patrick Hardesty is next with 5 points; John Bowman, Craig Hatter, and Robin White are tied with 3 points; Herman Weir is at 2 points; and Jack Diehl and Alex Weir are at 1 point.

Next month, July 2017, is the Division 8 picnic and we therefore will not have a Division 8 model contest. At the picnic, we will award the first, second, and third place winners for the year.

Remember that the judging is strictly people's choice, based on what meeting attendees feel they "like" best. 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.



JUNE MEETING INFORMATION

This month's meeting will be 2 PM Saturday June 17, at 600 Room, first floor of the 600 Building, 600 N. Hurstbourne Pkwy. 40222. Park in the lot on the west side of the building on N. Whittington Pkwy. Use the Whittington Pkwy. entrance. Fred Soward is giving the program, "Building Pikeville, a Time Saver layout." Refreshments are compliments of Barbara Soward and the convention hospitality room.

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. Donations to date: \$40 John Ottman; \$ 20 John Czerwinski, \$11 James Kuzirian.

MAY MEETING REPORT

There was no May meeting due to hosting the Pan American Convention.

ACHIEVEMENT PROGRAM

By AP Chairman Joe Fields

Hi all! Well after over two years of planning, the Pan American Convention is history. If you missed it, you missed a lot: Along with lots of items to be purchased in the company store, a white elephant sale, and 86 assorted raffle prizes given away, there were numerous rail tours, non-rail tours, and the hospitality room full of all kinds of goodies for your enjoyment. There 47 contest entries, Rail and Non-Rail clinics, and to wrap things up a great banquet with our key note speaker being Tony Koester.

Sunday the convention concluded with visits to a number of our superb local home layouts.

At the banquet I was privileged to award three certificates of achievement: Barbara Soward and Cecil Smith each received their Association Volunteer certificates, and Chris Broughton received his Model Railroad Author certificate. Nat King was to receive his Golden Spike award, but was unable to be at the banquet due to his wife Carolyn being in the hospital. Nat will be presented with his award at a later Division meeting.

Email or call me if you need something judged.



AT THE PAN AMERICAN

A few pictures from the MCR Convention -- more will appear in the July Pie Card.

Left: Bob Johnson with Model Railroader Contributing Editor Tony Koester.

Bob is describing the construction and concept of his switching layout. This was one of three layouts available to run in the layout room.

Photo by Bob Dawson

Right:

John Forsythe, Train Control Systems, installing a WOW sound decoder in Stan White's locomotive. This was an extra-fare clinic.

Photo by Bob Dawson



Left:

The "Bardstown, Lawrenceburg, Lexington Gang" at the banquet Saturday night.



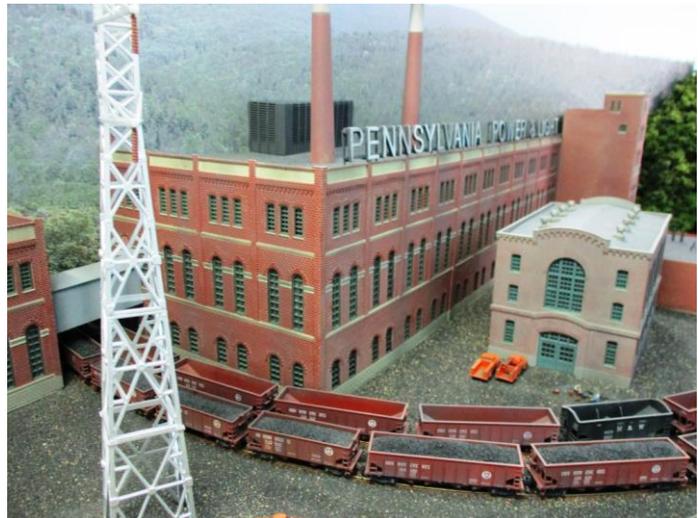
PIKE SHOWCASE

Photos by Bob Dawson

Left: Coal mine on Chris Broughton's N-Scale Pennsylvania Railroad.

The switcher has just completed shoving empties under the tipples for loading. Next it will move over and pull the loads.

Right: The other side of the story. The mine and power plant are on opposite sides of the backdrop.



TRACKSIDE WITH WALTER WEIS

As our Superintendent Russ Weis describes it:
This photo was taken by my dad, Walter Weis, sometime in the late forties I would think. It shows a Boston & Albany (NYC) freight heading eastbound over the Berkshires at Dalton, Massachusetts. The 0.93% grade started a few miles west; however, further east the grade was a max 1.63%, hence the helper. As you can see from the exhaust, they were barken'!



LOVE THOSE LOADS

By Bob Frankrone. Photos by Bob Frankrone

Several years ago someone explained to me the difference between a “model railroader” and a “railroad modeler”. I’m not sure my literary skills are sufficient to explain this difference, but it’s one that I have come to notice over the years. I definitely put myself in the former category.

I have a nice layout, I run and operate trains, and I build buildings and rolling stock...so yes, I am a model railroader. But I do not consider myself a railroad modeler. I don’t model a specific place, time, or even a specific railroad for that matter. The world I create in miniature is completely fictitious, but I do like to achieve a sense of realism with my modeling. So, yes, there are times when I turn to the prototype so that I may create a model with just the right appearance.

Awhile back I found a picture on-line of a flat car with a tracked excavator load. The excavator looked very similar to a scale model I had purchased at a local train show. I studied the prototype photo and decided that I was going to re-create that load for my HO scale layout.

I suppose one advantage railroad modelers have over model railroaders like me is that they always have the prototype to refer to when undertaking a modeling project. Even if the era they are modeling is in the distant past, chances are there are archival photographs available that reveal how things actually looked. There is no need to second guess how something should appear, as photographs generally speak for themselves.

That’s how it was for me when I modeled my tracked excavator load. Because I had a prototype photo as reference, I was able to “copy” what I saw in the picture. While my model is not an exact replica of the prototype, I believe it captures the essence of the prototype load.

Whether you are a model railroader or a railroad modeler, I’m sure you will agree that this is one great hobby!



Above left: The prototype photo clearly shows how the tracked excavator is secured to the flat car for over the rails travel.

Above right: Bob’s model captures the look and feel of the prototype without being an exact match. The bucket was non-detachable from the scale excavator, so Bob left it attached. He also used simulated canvas straps to secure the arm of the excavator, whereas, the prototype used a single chain.



CINCINNATI EXPRESS

Mid-Central Region Convention
West Chester, Ohio, May 17-20, 2018
Hosted by Cincinnati Division 7, MCR, NMRA
Mailing Address: CX Registrar
6526 Hollowview Ct.
Liberty Township, OH 45011



Left:

An eastbound passenger train passes the Ithaca, NY depot on Russ Weis's HO New York Central-Eastern Division.

Photo by Bob Dawson

Right:

Fred Soward is describing the operations on his Pikeville, KY Time Saver layout at the Pan American Convention.

Photo by Bob Dawson



Left: Construction photo of the Pikeville Timesaver.

Its building - from concept to inspiration to research to design to construction/assembly to transport to operating scenarios will be the subject of Fred's clinic at the June meeting.

Photo by Fred Soward

DIVISION 8 PICNIC SATURDAY JULY 22, 2017

**DEPOT MUSEUM
206 South College Avenue
Salem, IN 47167-1304
(812) 883-1884**

**COME JOIN US AT THE ANNUAL DIVISION 8 PICNIC
WE WILL GATHER BETWEEN 11:30 AM and NOON, EAT AT 12:30
(WE WILL BE INSIDE IN AIR CONDITIONING)
AWARDS FOR THE MODEL CONTEST WILL BE PRESENTED AT THE PICNIC
There will be plenty of time to visit the train layout and check out new additions to the
museum collections.**

\$ 5.00/PERSON, PAYABLE AT THE PICNIC

MENU WILL INCLUDE: BURGERS, BRATWURST, HOT DOGS, BAKED BEANS, POTATO SALAD, COLE SLAW.

BEVERAGES: ICED TEA (SWEET AND UN-SWEETENED), LEMONADE.

DESSERTS: SELECTION OF PIES INCLUDING STRAWBERRY, AND A NO SUGAR ADDED DESERT.

COME AND ENJOY THE FELLOWSHIP, GOOD FOOD; TOUR THE MUSEUM AND THE MONON MODEL TRAIN LAYOUT AND DISPLAYS.

RESERVATIONS: CONTACT MIKE BERRY BY JULY 15, 2017 (SO WE CAN GIVE A COUNT TO THE CATERER)

PHONE: 502-245-1337, EMAIL: mikeberry063@gmail.com



ACHIEVEMENT AWARDS

Above: AP Chairman Joe Fields presents Barbara Soward and Cecil Stewart with their Association Volunteer certificates.

Right: Joe presents Chris Broughton with his Model Railroad Author certificate.

Photos by Fred Soward



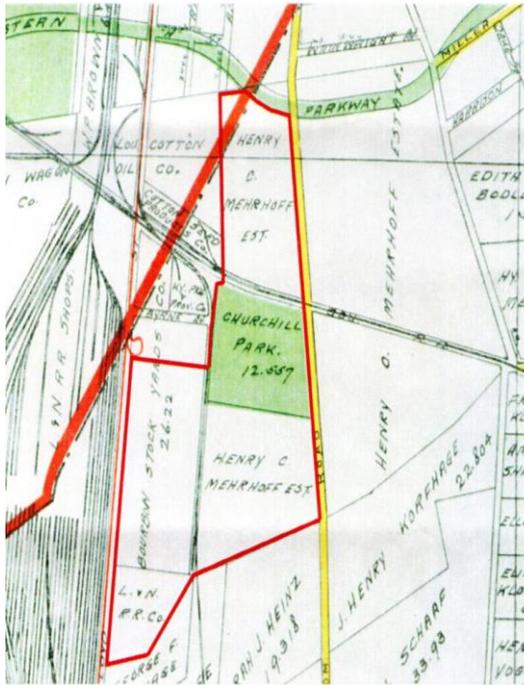
Left: Convention attendees operating on Rick Maloney's N-scale Midwest Central & Northwestern Railroad.

Photo by Bob Dawson

REMOUNT SPUR

By Bob Dawson

For many years the Southern Railway switched industries located on the Remount Spur south from the mainline just east of Floyd Street. The spur was removed in the 2000's when it was no longer needed. The spur had its origin in the late 19th Century to serve a stock yards. When the United States entered World War I in 1917 Louisville was chosen as one of the sites for an army training base. Named Camp Zachary Taylor, construction was begun in the summer of 1917 and the post opened that September.



Camp Taylor was built on several disconnected properties with the “main post” on Poplar Level Road, rifle ranges near Minors Lane and the Snyder Freeway, and a remount depot at Eastern Parkway and Crittenden Drive.

In 1917 the US Army was still a horse drawn army and large numbers of horses and mules were needed. Remount Depot #319 was built on the site of the old stockyards and adjacent property. It also included Churchill Park which includes the Churchill family cemetery. These were leased properties. None of Camp Taylor was located on government owned property.

At left is 1913 property map with the Remount Depot outlined in red. A spur track later to be renamed the Remount Spur can be seen coming off the Southern Main line between the Bourbon Stock Yards and Mehrhoff properties. A bridge was built over the Southern Railway to connect the corrals on the north side with those on the south side of the tracks.

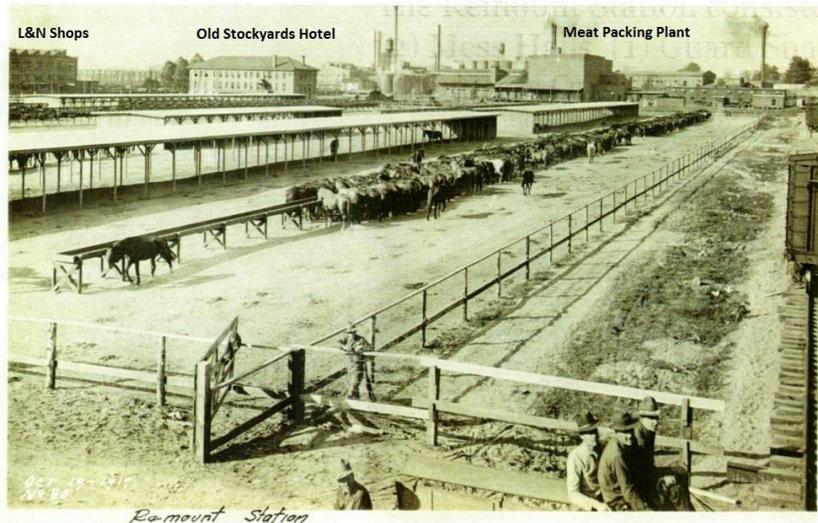
Right:

The L & N Shops can be seen at the extreme left. The hotel and the meat packing plant were not included in the depot. At the extreme left stock cars can be spotted on the spur.

Photo courtesy of Camp Zachary Taylor Historical Society.

Depot #319 was built to house 8,084 soldiers and 10,000 animals.

\$158,000 was spent on construction of structures, track, roads and bridges, and electrical, telephone/telegraph lines. Water mains and sewers were also installed.



After the war ended Camp Taylor was no longer need and was disposed of in 1921. Per the lease agreement all structures were to be removed with utilities, railroad sidings and roads to remain.

In 1979 the Kentucky & Indiana Terminal Railroad listed three industries on the Remount Switch: George M. Eady Co., Louisville Park Board Shops (in Churchill Park), and F. W. Owens Co.

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**Mid-Central NMRA
 Region Convention**

**May 18-21, 2017
 Louisville, Kentucky**

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 Division 8, MCR, NMRA
 7305 Ticonderoga Dr.
 Louisville, KY 40214