



The Pie Card



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

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Number 3

From the Superintendent's Desk



There is no doubt that you have read, heard, or even participated in a discussion about how to attract new members to our hobby. To date there aren't any good solutions.

I am sure that you heard last month that after nearly 100 years, the Ringing Brothers and Barnum & Bailey Circus will give their last performance in May. Too bad it wouldn't be here in Louisville as we could offer tours of their train.

The circus is closing because sales have slowly declined over the years -- sound familiar? It seems kids really don't want to see ten clowns piling out of a tiny car, or "the man on the flying trapeze." What finally sent sales falling was the elimination of the elephant acts. Who thought that the elephants were that big of a draw?

So what's the draw for kids in a model railroad? I think for most of us who are reading this it was a metal steamer making that clatter as it crossed over all those nine inch rail joints smoking all the way. Don't forget about that tower man who raced down the stairs as a train passed.

Unfortunately over the years Lionel has discontinued many of their animated accessories. Even taking inflation into account, the Lionel line is more expensive now than when we were kids.

One way to perhaps spark a new generation to our hobby is take your grandson, or a neighbor's son, or grandson to the Antique Toy Mall just over the Bullitt County line. Along with all the collectibles for sale, they have a great HO layout and on Sundays a number of guys bring their various scale trains and once again you can see and hear those engines clatter down the rails.

Another thought would be to take those kids to where the K&I Club has set up their traveling layout. Yes, the K&I still have their portable layout -- they may be down, but they're not out!

Don't forget about the Southern Indiana Model Railroad Club. They are still in the basement of the First Presbyterian Church in Jeffersonville. Their layout is very much alive and they are always looking for new members.

In the meantime, you be thinking of more ways to draw those new model railroaders to our hobby.

ACHIEVEMENT PROGRAM

Joe Fields, AP Chairman

Hope everyone has been enjoying this unusual but very great weather these past last few weeks. As I write this, cold temperatures and snow flurries are predicted for Saturday February 26th. Oh well, time to get back to the modeling table and bring that project a little closer to being finished. At Division 8's January meeting I was pleased to present Mark Norman with his Master Builder Structures certificate and a merit award certificate, in addition I have sent paper work in for Mark on one of his models in the car category. At our February meeting I announced that Chris Broughton had finished enough required article's to obtain his Model Railroad Author. Barbara Soward and Cecil Stewart turned in paperwork for Association Volunteer, congratulations to all these folks.

Thanks to everyone who have come to me expressing their desire to help out in the Company Store, White Elephant and Raffle Sales at Division 8's upcoming Convention to be held in May. I still need more volunteers to help with set up on Thursday May 18 starting around 6:00 a.m. at the Galt House. I'm also pleased to announce that donations are starting to come in from various manufacturers of model railroad items. That's about it for now, and as always, if you need something judged just give me a call or email me.

TIME TABLE

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

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

Apr 15, Sat 2PM, Div 8 Mtg.,600 Room

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

Congratulations to Steve Lasher, whose article "Booming in Modern Times" appears in the latest (Spring 2017) *Classic Trains* magazine.

CHARLIE KEELING MODEL CONTEST

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
February	Diesel Locomotives

We had six diesel locomotive entries in this month's contest. Steve Lasher won with his HO scale model of a Southern Pacific RSD-15/Alco 600-B. John Bowman came in second with his HO scale model of an EMD SW1200 yard switcher. Herman Weir's pair of HO-scale Norfolk Western GP18 units came in third. Honorable mentions go to Barry Christensen (Southern Pacific SW1500), Jack Diehl (Soo Line GP40-2), and Alex Weir (ATSF CF7). Special thanks go to Bob Johnson for also displaying his O scale 3-rail ATSF unit on the table and all the units running on the various layouts before, during, and after the meeting. Check out my Facebook page for additional photos of all the entries.

Steve started with a Broadway Limited model and added several details. He applied multiple weathering techniques including Dullcoat, chalks, and Model Masters washes. Affectionately known as "alligators" for those long, low noses, the Espee purchased three units while the Cotton Belt purchased ten. None of the 13 units performed as advertised for their intended roles. Steve's unit is numbered 250, which indicates it has been transferred to the T&NO. After the Espee determined that the RSD-15s weren't cut out for road service as originally intended, all three were transferred to the T&NO in 1960 and renumbered 250-252. They were renumbered again as the Espee went through a system wide renumbering of units in 1965. They found their way to the Eugene, Oregon hump yard in the late 60's and were subsequently renumbered one more time after rebuilding in the early 70's. Cotton Belt's units lasted barely 12 years on the roster while the Espee's units stayed active just a bit longer.

John didn't provide many details about how he modeled the SW1200 but he did provide an interesting back story for this model. The SW1200 was purchased from the scrap line at Southern Railroad in Birmingham, Alabama several years ago by the Witch River Gravel Coal Company. It was put into switcher service at the mine as number 2. It was hastily repainted with what was on hand upon arrival at the mine. It's heavily used in every day operations so there's really been no time to repaint, although it's obviously in need of a fresh coat.

Although Jack Diehl didn't place this month, I think most of us can relate his story about his SOO Line GP40. This was he just didn't have the heart to dirty it. He said he remembers running it just once or twice. This GP40 was



MARCH MEETING INFORMATION

This month's meeting will be 2 PM Saturday March 18, 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. Bob Dawson is giving the program, "Take a Ride on the Dinky", referring to a commuter railroad operated by the Pennsylvania RR in Southern Indiana and Louisville in the late 19th and early 20th Centuries. Mark Hedge is providing the refreshments.

CHARLIE KEELING CONTEST (from column 1)

Jack's very first attempt at painting, decaling, and lettering a locomotive, more than 25 years ago. Although it was an "easy spray" it still holds a special place for him. Jack said that he's painted and weathered many other models over the years, but stopped once he saw this first one in its shiny red livery.

See page 3 for March Model Contest photos.

Ramona Johnson won the gift card drawing. Contest standings for the year: Steve Lasher and Mark Norman are now tied for first place with 8 points; Bob Johnson remains in second place with 7 points; We still have a two-way tie for third place between Bob Kuchler and Bill Lynch at 6 points; Patrick Hardesty is next with 5 points; John Bowman, Barry Christensen, Bob Frankrone, 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.

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.

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. A donation of \$11 was received from James Kuzirian.



MARCH CONTEST Photos by Fred Soward

Steve Lasher won with his HO scale model of a Southern Pacific RSD-15/Alco 600-B. Steve started with a Broadway Limited model and added several details. He applied multiple weathering techniques including dullcoat, chalks, and Model Masters washes. The long low nose evoked the “alligator” nickname.



Left: John Bowman came in second with his HO scale model of an EMD SW1200 yard switcher.



Above: Herman Weir’s pair of HO scale Norfolk Western GP18 units came in third.



Left: Although Jack Diehl didn’t place this month, I think most of us can relate his story about his SOO Line GP40. He just didn’t have the heart to dirty it. He said he remembers running it just once or twice.

LOVE THOSE LOADS

By Bob Frankrone.



Last summer my wife and I visited our daughter and son-in-law in Nashville, Tennessee. While there, the four of us took a bicycle ride on one of the many biking and walking trails within the city. As fate would have it, this particular trail went through a small industrial area, and I passed by a storage lot of coiled, steel reinforcing lattice. I knew at that moment that I would have to model those coils and create a flat car load for the industrial area on my layout. I told the others to ride on ahead and that I would catch up with them shortly. I got off of my bike and began photographing the coils of steel lattice. I didn't have to trespass onto private property as the coils were clearly visible from the bike path. Even the sun was cooperating. I included one of the photos in this article as a reference to the prototype.

I had the perfect material in my workshop to model the steel coils. I used nylon drywall tape that I had left over from a home construction project. Using a standard pair of scissors, I cut several 11" strips of tape and then rolled each of them into a coil. Because one side of the tape is somewhat tacky, the coils

stayed together after they were rolled. I then simply cut the individual coils in half making them the appropriate width. I needed 25 individual coils in all for this project. I weathered the coils by soaking them in a wash of rust colored paint.

I wanted to transport these coils on a flat car, but I wanted them to just sit on the car and not have to be fastened or strapped down...similar to loads being carried in a gondola. So I selected a 60' bulkhead flat car that I would modify with side fences in order to contain the coils. The side fences were easily created using scale lumber for stakes, and 24 gage annealed wire strung between the stakes. I chose annealed wire because it readily holds its shape when bent. I used a dab of super glue to secure the wire to the inside of each stake.

Once the fencing was complete and the car was properly weathered, I loaded the steel coils onto the car. If desired, you can use white glue to secure the load to prevent it from shifting or falling out of the car when it is being handled.

This was a fun and interesting load to build. Plus, it is a nice reminder of that sunny, warm day I spent with my family cycling through Nashville.



Top: Finished model. The side fencing not only serves to corral the load, it transforms an ordinary flat car into a specialty car.

Far Left: Bob was fortunate. The bike path he and his family were cycling on went right past this storage area of coiled, steel reinforcing lattice.

Left: This drywall tape was the perfect item to simulate the steel lattice. It was easily rolled, cut, and weathered to make the 25 coils Bob needed for this project.

Photos by Bob Frankrone

TRACKSIDE WITH ED BRENNAN

The military has moved by rail almost from the beginning of railroads.

Ed Brennan caught this example heading north through LaGrange, KY last month, led by a Kansas City Southern unit.



FEBRUARY MEETING REPORT

By Bob Dawson, Clerk

Thanks to Bob Johnson and Rick Able for hosting our February meeting. The Division met on February 18th and the Louisville Antique & Toy Mall on Blue Lick Road. Superintendent Russ Weis asked for volunteers for the Audit Committee. Russ said two volunteers are needed, please contact him in person, by phone, or email if you can help.

Fred Soward reported on convention planning. Fred said that the Galt House guest rooms we had blocked are all reserved. We are blocking additional rooms but couldn't get the original \$125 rate. New rooms will be \$135/night.

Mark Hedge said 41 tables have been sold for the Spring Train Show to date. Show will be April 1, 2017 at the Moose Lodge.

K & I MODEL RAILROAD CLUB, journey disrupted, but not terminated.

By Ed Brennan MMR, Treasurer K & I Model Railroad Club, photo by Ron Ellison

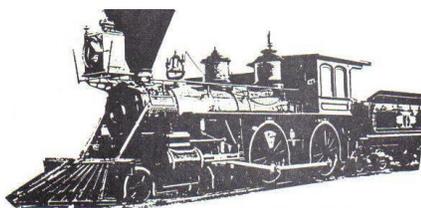
By now most of you know that the K & I Model Railroad Club has vacated its home of the past nine years in Buckner. On Friday, February 10th, the club handed over the keys to the building to the KY Department of Transportation in preparation for building demolition. The layout was packed into storage containers and moved to the PODS storage location.



The K & I had a great run at the old firehouse. In the past years we have hosted scouting organizations, seniors groups, Division 8 meetings, and the community at large during our Open Houses. We also supplied portable layouts to libraries during their holiday celebrations and in support of Division 8 during its Train Shows and Swap Meets. We've educated the public and our members on the importance of railroads in our Nation's infrastructure and economic well-being, while fostering a climate of fellowship and learning among our members. Even in the midst of this current closure, the K & I prepared to set up its portable layout at the Fern Creek library for a week's display. In addition, the club had been preparing to host attendees and provide an operating session for the Mid-Central Region's Pan-American convention in May. Guess we'll have to do that at another time and place.

The K & I is a 100% NMRA club and was recently recognized for 2017 with that honor. During our final meeting at the firehouse, we took a moment to reflect on the strength of the organization (now with almost 40 members), and to remember those who started the firehouse adventure with us but who have taken their final journey on K & I rails. (These include former Division 8 members Jerry Ashley, Ron Montgomery, Barry Barmore, Bill Fluke, and Greg Hogan.)

If we've learned one thing over the years, it is that the K & I is resilient. What started in a garage in 1993 has grown significantly to a vibrant, involved organization. Five of our members have become Master Model Railroaders; several others are in the hunt for that distinction. Our strength lies not in the fact that we've had a home and layout for years, but in the fact that we're a group of people who enjoy each other's company and the fantastic hobby we share. We will find a home...hopefully, a home with more opportunities than even the firehouse presented. We're thankful that the DOT provided us with a location that served us well, and we're diligently pursuing numerous potential sites. Stay tuned; the K & I's journey has been disrupted, but it has not been terminated.



DIVISION 8 SPRING TRAIN SHOW AND SALE
Saturday April 1, 2017 * 10:00 AM to 3 PM

Help is needed for set up Friday March 31, 3 PM, 7:30 AM Saturday morning with dealer move in, and with take down 3 PM Saturday when the show closes.

ACTION AT "A" STREET

By Bob Dawson



For the most part L & N's Louisville Union Station was a "stub end" terminal, requiring all passenger trains to back into the station – except Pennsylvania's northbounds. This meant that all arriving L&N trains either from the south or the east were turned on the "wye" controlled by A street Tower. This also applied to C & O Trains from Lexington; they moved from Central Station at Seventh and River to Union Station in 1963. Monon trains were turned on a wye at Magnolia Ave.

Left: Union Station in 1965. This is the South Wind arriving from the north. This train did not turn on the wye, but just

backed in.

When the City of Louisville began its expansion south of Hill Street after the Civil War, the new east/west street west streets were named for letters of the alphabet. With the exception of "M" street, all these streets were later given more conventional names. Thus, "A" Street later became Gaulbert Ave. The railroad, always conservative about changing location names, continued to refer to the interlocking tower at Gaulbert and Shipp Streets as "A Street".

The track in A Street had its origins with C. P. Huntington (of Central Pacific Railroad fame)'s desire to put together a new transcontinental railroad. It was to connect Newport News, VA with California. The route (C&O) from the east coast took it to Lexington, KY. Then using L & N tracks via Anchorage it arrived at Louisville. At Louisville the Huntington group leased another property, today the Paducah and Louisville Railway. What was lacking was a connection through the city. Huntington was bargaining for a route across the river front, but was running into some problems obtaining right-of-way. As a bargaining chip, he threatened to bypass and run around the city. Eventually he obtained the river front route but retained his rights to the bypass in the newly proposed A Street.

The L & N "eyed" this development with great interest. Having obtained the Louisville, Lexington & Cincinnati Road, the L&N built a "transfer railway" to the east of downtown to connect with their Main Line at South Louisville; the A street route would provide them with a short-cut to the proposed Union Station. The tracks were laid in 1882. The 1892 edition of the Sanborn insurance maps for Louisville shows a single track in A Street; this was later double tracked.

Trains from Cincinnati and Lexington would turn onto A Street at TJ (Transfer Junction) and continue west to the main line, turning onto the south leg of the wye and then

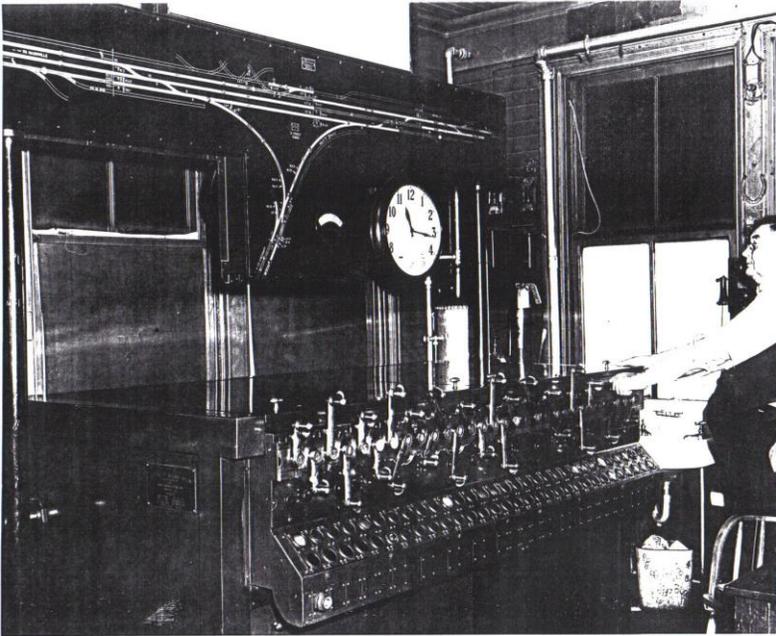


Above: Arriving Pan American backing past A Street Tower on its way to Union Station.

backing north into Union Station. Trains from the south would take the south leg of the A Street wye and continue east, sometimes as far as Second Street, then back around the north leg and into Union Station.

Charlie Castner says that when a train arrived at A Street, a bell would ring at the station, and an announcement from the A Street operator would come across on loudspeakers, "Pan American (or whichever train it was) at A Street". This would alert the station switch tenders, red caps, etc. that the train was arriving.

A Street was active until 1971. With the arrival of Amtrak that year, no passenger trains between Louisville and the east were retained. Sometime after that the tracks were removed.



Left: Interior of A Street tower.
Photo: L & N Archives, University of Louisville

Below:
Inbound via Anchorage and TJ at west end of Gaulbert Ave, approaching A Street Tower.



L&N CALBERT - UNIVERSITY OF LOUISVILLE



The Pan-American

**Mid-Central NMRA
Region Convention**

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

PIKE SHOWCASE

Some of the layouts that will be open for the Convention self-guided layout tours.

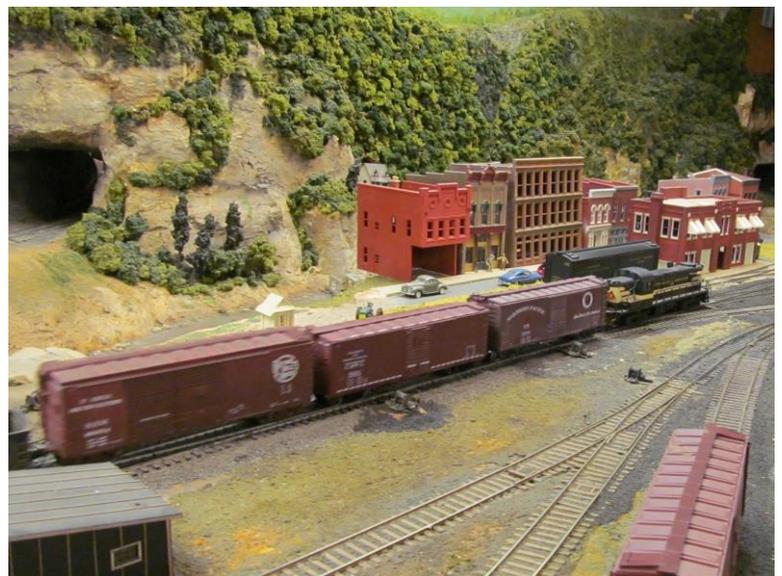


Above:
Traction on Bob Johnson's O-Scale layout.

Left: Another O-Scale layout, Greg Bergman's Thurmond, WV (C&O).

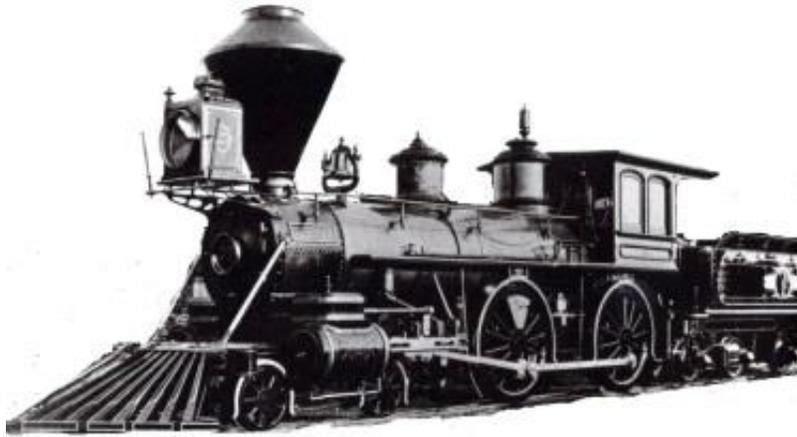


Right: John Campbell's Louisville & Nashville Railroad, set in eastern Kentucky.



TRAIN SHOW AND SALE

Sponsored by Louisville Division 8 – National Model Railroad Association



SATURDAY, APRIL 1, 2017 10:00 AM – 3:00 PM
MOOSE LODGE 5
4615 FEGENBUSH LANE, LOUISVILLE

- Model Trains in All Scales
- Operating Layouts and Displays
- Retail Sales
- Hourly Door Prizes!



ADMISSION:

\$6.00 Per Person – Children 12 and under free with an adult

Dealer Tables available - \$30 per table

For information or to reserve dealer tables contact:

Mark Hedge - (812)288-8037E-mail: div8trainshow@gmail.com

Website: <http://div8-mcr-nmra.org>

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**Mid-Central NMRA
 Region Convention**

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

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