



The Pie Card



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

Volume 52

February 2018

Number 2

From the Superintendent's Desk



Details, details, and more details; we just can't get enough of them. Whether it's on a building, on rolling stock, or on our engines.

But do all these great details interfere with how our trains operate on our layouts? Most of this message is for the HO owners, as the O gauge scale parts are bigger thus stronger and don't break as easily. Most of the N scale cars still have molded on ladders and grabs, so nothing to get broken off.

During an ops session, most of us use some sort of pick to open the jaws of the couplers which works well. How nice all those details look with the brake wheel, associated rigging, and grab irons. Unfortunately your uncoupling pick sometime finds its way to pop off some of those good-looking details.

In hard-to-reach places, I have Kadee uncoupling magnets so a pick isn't needed and avoids breakage. However, your coupler trip pin has to be at the right height, or the jaws will not open. Many cars now come with a realistic air hose, but that can interfere with the swing of your coupler causing uncoupling problems. Sometimes I have cut off the realistic air hose to get a good coupler swing.

As many of you know I have a lot of passenger trains and lately we have incorporated switching head-end cars at the passenger station. Yes, you're correct -- those good-looking diaphragms can create troubles for cutting and adding cars. If the car's diaphragms are too tight, you can't get the slack to cut the car. The same is true for adding a car when the diaphragms are too rigid and won't let the couplers mate. Also, if you have tight curves, the diaphragms can catch on each other and cause derailments. Like the plastic air hoses, I've taken some diaphragms off my cars until I can find a replacement that works well during ops.

On the scenery side, if roads on your grade crossing don't have enough clearance between the road and the inside of the rails, your flanges can ride up onto the road and cause derailments. So make sure you have ample spacing when building your grade crossing.

Bottom line: enjoy all those details, but don't let them get in the way of a good-running layout.

JANUARY MEETING REPORT

The main item of business at the January Meeting was the presentation of the Nominating Committee's report. The candidates are: Superintendent -- Fred Soward; Asst. Supt -- Eric Waggoner; Clerk -- Bob Dawson; Treasurer -- Mike Berry; Trustee -- Ron Ellison. There were no nominations from the floor. Ballots will be mailed in February with an opportunity to enter and vote for a write-in candidate. Instructions for voting will be on the ballot along with a biography of the candidates.

Following the business meeting, Fred Soward presented his clinic on the documentation that he, Tom Guenther, and Bob Dawson submitted for Chief Dispatcher in the NMRA Achievement Program.

Charlie Keeling Contest winners: First place John Stoltz, second place Bob Frankrone; Bob Frankrone won the Gift Card drawing.

Russ Weis opened his home layout following the meeting.

The minutes for the January meeting are posted on the website. Ruth Lynch won the gift card drawing.

TIME TABLE

Feb 17, Sat 2 PM, Div.8 Mtg., Antique & Toy Mall

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

Mar 24, Sat. 10-3, Div8 Train Show and Sale, Moose Lodge.

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

May 17-20 MCR Convention, Cincinnati, OH.

May 26, Sat 2 PM, Div. 8 Mtg. 600 Room

CHARLIE KEELING MODEL CONTEST

Fred Soward, Contest Chairman

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

There were six freight car entries in the January 2018 contest. Be sure to take a few minutes to check out the Division's Facebook page for photos of all the entries.

John Stoltz came in first place with his HO scale Southern Railway tobacco hogshead car. Most of us are familiar with this 1965-vintage Ambroid kit representing a 92 foot prototype that has long since departed the rails. Check that photo – John modeled the door open with a couple hogsheads showing in the doorway. This is truly a craftsman kit and John showed us a craftsman level of modeling with this entry!

Bob Frankrone came in a close second with his HO scale TTZX centerbeam flatcar with ties. He used a prototype photo for his inspiration. There is a lot of detail in the load. Bob used an alcohol/India ink stain on scale railroad ties and secured the load with 1/32" tape for the banding, thread for the cables, and scale lumber for spacers between tie bundles. He used red paint for the crimping rings on the bands and a yellow marker for the contractor marks on the tie bundles.

Next in line was Bill Lynch with a pair of HO scale Norfolk Southern PS4740 hoppers. After assembling the Tangent kits, he painted and decaled them. Bill said "Next up is weathering," so we may see them again next year, looking a bit less factory-fresh.

Bob Frankrone won the gift card drawing.

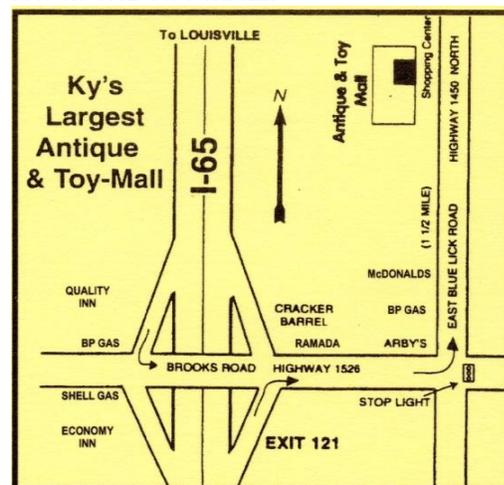
Contest standings for the year: Bill Lynch & John Stoltz are tied with 11 points; Bob Frankrone stands alone in second with 8 points; Joe Fields is in third with 6 points; Barry Christensen, Bob Kuchler, and Ed Brennan are fourth with 4 points; Bob Johnson, Patrick Hardesty, and Ron Ellison are next with 2 points; and Rick Maloney and Robin White are at 1 point.

(continued in column 2)



FEBRUARY MEETING INFORMATION

The February meeting is Saturday, February 17, 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.**



(continued from column 1)

February Contest is diesel locomotives so bring your favorite diesel locomotive to share with the group at February's meeting!

Remember that the judging is strictly people's choice. We will 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. Donations to date: Ron Ellison, \$59.



JANUARY CHARLIE KEELING MODEL CONTEST WINNERS

Left: John Stoltz came in first place with his HO scale Southern Railway tobacco hogshead car. Check the open door with visible hogsheads.

Details on the construction of this and the other models in this month's contest are on Page 2 of this issue.

Photos by Fred Soward

Right: Bob Frankrone came in second with his HO scale TTZX centerbeam flatcar with ties.



Left: Bill Lynch took third place with this pair of HO scale Norfolk Southern PS4740 hoppers.

LOVE THOSE LOADS

By Bob Frankrone



Normally in this column I write about how I built some type of open load for either a flat car or gondola. After all, my articles are titled “Love Those Loads”, with the operative word being – loads. This month, however, I want to shift focus from the loads. Instead, I want to concentrate on the flat cars on which we mount our loads.

I never liked the look of the plastic, simulated wood decks that are common on many commercial flat cars. I tried painting the plastic decks and weathering them to look like real wood, but my many attempts failed to produce the realistic look I desired. So I decided I was going to add actual wood decks to my flat cars. Yes, this can be a lot of tedious work, but for me, the end result warranted the level of effort to get there.

Photo #1 shows a pair of Athearn blue-box flat car decks as they come from the manufacturer. Photo #2 shows another pair of Athearn blue-box flat cars after I added wood decks and weathered them. It is easy to see how the weathered, real-wood decks significantly enhance the realistic appearance of the two cars.



Adding a wood deck to a flat car is not particularly difficult, but it does take a little time and a lot of patience. The first step is to create a stain of India ink (a few drops) and alcohol. I generally prefer a lighter stain as opposed to a darker one, as I will again weather the wood with black chalk after the deck is applied to the car. Next, I stain half of the 2x6” (or 2x8”) strips of scale lumber that I will use on a given car. Be sure to stain both sides to minimize warping. Using my chopper tool, I then cut the individual boards from both the stained and unstained strips of scale lumber.

Before I begin gluing the boards to the flat car, I lightly sand its deck to remove some of the paint and to provide a “less smooth” surface that will better hold the glue.

Then I glue the individual boards to the deck, one by one, randomly selecting between the stained and unstained ones. I use white glue, which I thinly apply to each board.

Once the new wood deck is in place, I re-stain the entire surface. The previously stained boards become darker and the individual boards become more distinct. Be careful not to “flood” the surface with the alcohol stain, as it can seep through the seams and loosen the glue holding the boards. The final step is to weather the deck with black chalk to give the appearance of many years of hard service.



The list of tools and materials is minimal, and photo #3 shows the seven items I use to re-deck my flat cars with scale lumber.

**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

GREAT TRAIN SHOW-LOUISVILLE



Above left: Division 8 Booth at the Great Train Show at the Kentucky Exposition Center in January.
Above right: Bruce DeMaeyer, Division 10, working on the Central Kentucky T-track layout in the lobby. *Photos by Fred Soward*



Left:

Don Fowler working with a future model railroader at the Division 8 Booth.

Fred Soward photo

A little whimsy.

A "free-lanced" locomotive on one layout at the show. This layout featured several oddities, including a model railroad in a suitcase.

Bob Dawson Photo



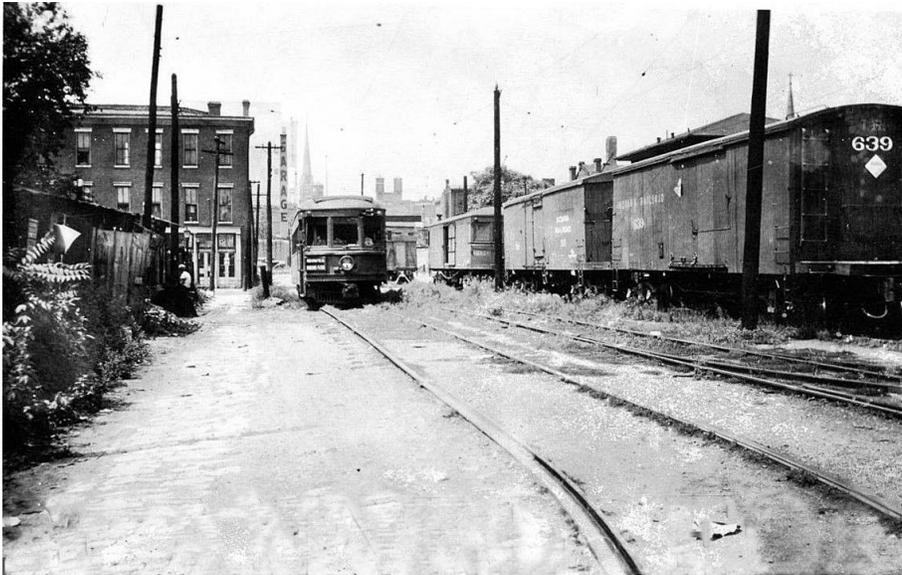
PROSPECT ALLEY

By Bob Dawson

Prospect Alley was a private right-of-way owned by the Louisville & Interurban Company. It ran north of Walnut Street (Muhammad Ali) between Third and Brook Streets. This was the route the Prospect Interurban (thus the name) used to get to the Interurban Terminal on Liberty Street. Unlike other L & I lines it was standard gauge (4 ft. 8 1/2 in.), thus it could also be utilized by the Interstate Public Service car from Indianapolis.

Left: An Interstate car passes the Interstate Public Service Freight House.

Photo: Courtesy C. Arrington



Right: The Interstate Freight House paralleling the north side of Prospect Alley between First and Brook Streets. The freight house was built in 1929 replacing an earlier facility.

Prospect Alley is seen running across the opposite side of the house.

Photo: U of L Photo Archives, R.G. Potter Collection.

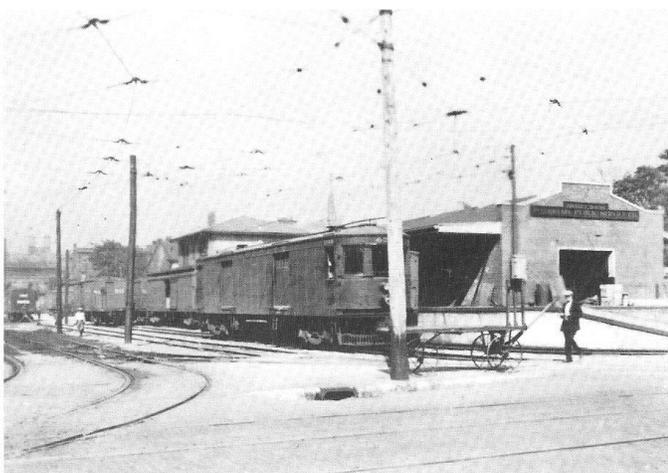


Left: The interurban tracks can be seen turning south onto Brook Street where they will continue south to turn east on Madison Street for eventual connection with the Big Four Bridge at Wenzel Ave.

When Indiana Railroad, successor to Interstate Public Service, ended its trains to Louisville in 1939, Prospect Alley was no longer needed. Today it covered with parking lots and buildings.

The freight house later became a truck terminal and was demolished to make way for I-65.

Photo: Interstate Public Service



VOLUNTEERS NEEDED FOR SPRING TRAIN SHOW & SALE

By Ron Ellison, Train Show and Sale Chairman

We need volunteers to help with setup, dealer unloading, and teardown for the Spring Train Show and Sale. The times are:

3:00 PM Friday, March 23 - Setup

7:15 AM Saturday, March 24 - Dealer unloading assistance

3:00 PM Saturday, March 24 - Teardown

There will be a signup sheet at the February Division 8 meeting. If you would like to signup but are unable to attend the February meeting, just email, text or phone me.

Ron Ellison

Train Show & Sale Chairman

(502) 807-7683

division8.mcr.



TRACKSIDE WITH ERIC WAGGONER

Left: Amtrak 672, *Keystone Service* taken at Harrisburg, PA. Amtrak's *Keystone Service* provides frequent higher speed passenger train service between the Harrisburg Transportation Center in Harrisburg, Pennsylvania and 30th Street Station in Philadelphia. Most trains continue along the Northeast Corridor to Pennsylvania Station in New York.



Right: GG-1, 4859. Designated as the State Electric Locomotive of Pennsylvania, it was moved to its current location at the Harrisburg Transportation Center in 1986. In 2010, 4859 received some cosmetic restoration of its truck assemblies which were re-painted black to eliminate a noticeable coating of rust. -Wikipedia
Eric took both pictures this past January.



Left: Pennsylvania N6b Cabin Car #980016.

Built in 1920 it was restored by the Harrisburg Chapter of the National Railroad Historical Society in 1986.

Note: the "Harrisburg Transportation Center" was built as the Pennsylvania Railroad's downtown Harrisburg station; it now hosts busses as well as Amtrak.

Superintendent:
Asst. Supt:
Clerk:
Treasurer:

OFFICERS:

Russ Weis 502-245-7991
Eric Waggoner 502-244-6628
Bob Dawson 502-368-2607
Mike Berry 502-245-1337

TRUSTEES

Ed Brennan MMR 502-327-6178
Tom Guenther 502-363-3113
Fred Soward 502-499-0770

COMMITTEE DIRECTORS

| | | |
|---------------------|---------------|--------------|
| Contests | Fred Soward | 502-499-0770 |
| Achievement Program | Joe Fields | 502-396-3503 |
| Librarian | Open | |
| Membership | Cecil Stewart | 502-252-7814 |
| Member Welfare | Rick Wehr | 502-500-6398 |
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| Show Programs | Mike Berry | 502-245-1337 |
| Train Show and Sale | Ron Ellison | 502-807-7683 |
| Meetings & Program | Russ Weis | 502-245-7991 |
| Webmaster | Tom Guenther | 502-363-3113 |

MID CENTRAL REGION OFFICERS

| | | |
|-----------------|----------------|--------------|
| President: | Bob Weinheimer | 304-343-1428 |
| Vice-president: | Michael Hohn | 304-296-6303 |
| Secretary: | Jerry Doyle | 304-638-2826 |
| Treasurer: | Bob McKay | 914-591-5415 |

THE PIE CARD

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The Pie Card is published twelve times a year by Division 8 of the National Model Railroad Association, Mid Central Region.

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Deadline for submission of articles is the 25th day of the previous month. The Pie Card goes to press by the first of each month.

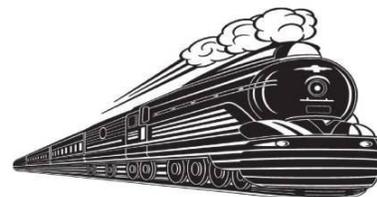
DIVISION 8 COMPANY STORE IS OPEN FOR BUSINESS



Available:

Division 8 Long Sleeve Denim Shirts and Polo Shirts
Division 8 Baseball Caps
HO L&N Tank Car Kits. (Extremely limited supply.)
For selections, prices, and order form, go to: div8-mcr-nmra.org and click on "Company Store".

TRAIN SHOW AND SALE



SATURDAY, MARCH 24, 2018 10:00 AM to 3:00 PM
MOOSE LODGE 5
4615 FEGENBUSH LANE, LOUISVILLE, KY 40228

- Model Trains in All Scales
- Operating Layouts and Displays
- Retail Sales
- Hourly Door Prizes!
- Great Food & Beverages
- FREE Parking



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)288-8037 Email: div8trainshow@gmail.com

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National Model Railroad Association
Website: <http://div8-mcr-nmra.org>