



The Pie Card



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

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March 2018

Number 3

From the Superintendent's Desk



As all of you know, LED's have greatly improved our hobby by using them, from signals and panel boards to lighting our trains and buildings.

I'm sure you have seen or used Woodland Scenics illuminated buildings and automobiles that use LED's. Yes, they have made LED's as small as a pin head, which is how they can make those head- and tail-lights illuminate on N scale autos.

Many of us already have our buildings assembled, and have considered putting some lights in them. And Woodland Scenics also makes their LED's available separately to use with their light and hub system.

So we spend some money to light our buildings and, oops, now everyone can see into an empty building! Okay, we'll spend a little more and add some interior details.

Another problem you may have to deal with when illuminating a building is the bleed-through of light from any bad joints, or thin parts of the styrene. Yes, one way to solve this is to spend yet a little more and paint your interior black, if you're in the assembly stage of a building. But Evergreen does make black styrene sheets so you can hide a number of undesirable items within your building and save the painting.

How about passenger car lighting? Walthers makes a LED lighting bar that fits their cars. If you have other manufacturers' passenger cars, you can use a LED strip; however, you'll need some electronics to go along with the strip – for starters, at least a bridge rectifier.

Now we have passenger cars illuminated, but like our buildings, there are interiors. Even if you have interiors – where are all the people riding our train? Again, we have to spend some more to put some seats and a few passengers in our cars.

One more thing to consider when illuminating your passenger cars -- they use more power! True, individual LED's draw very small amperage, but run a train of six or more cars – and throw in a sound-equipped engine - and if you really want to possibly peg the meter, turn on the smoke unit on your steam engine – it's possible you might go beyond the load limits of your system.

Lighting brings a new dimension to our buildings and cars on your layout -- just be aware of some consequences you may face.

FEBRUARY MEETING REPORT

The meeting was held on Saturday February 17, at the South Louisville Toy and Antique Mall. Our thanks to Bob Johnson and Rick Able for hosting the meeting.

Superintendent Russ Weis reported that parts have been ordered to replace those that are missing from the Fast Track turnout jig and fixture – cost \$200. It had been purchased several years ago for members to use in completing requirements for Model Railroad Engineer-Civil in the Achievement Program. Also, the NMRA display is several years old and the covering is sagging due to crumbling of the foam base.—cost estimated at \$800, with signage updated at the same time. Plan is to have it ready for our March Train Show.

Train Show Chairman Ron Ellison distributed a sign up sheet for Train Show Workers. Help is needed at 3 PM Friday 23rd to set up tables, and at 7:15 AM Saturday 24th to assist with dealer move-in. Help will be needed Saturday afternoon to take down the tables and reset the room.

TIME TABLE

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

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

CHARLIE KEELING MODEL CONTEST*Fred Soward, Contest Chairman*

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
February	Diesel Locomotives

There were six diesel locomotive entries in the February 2018 monthly meeting contest, from N scale to O scale. Take a look at the Division 8 Facebook page for photos of all the entries. Bob Kuchler came in first with his N scale Northern Pacific F7 A-B-A set, Joe Fields came in second with his HO scale Eastern Kentucky & Cumberland Gap SD35, and Rob Johnson came in third with his HO scale Aerotrains.

Bob Kuchler's Northern Pacific F7s are heavily modified Kato units. They were custom painted and detailed with new wire handrails, winterization hatches, wire grab handles, new knuckle couplers, and light weathering. Future plans include adding DCC to all three units and sound to the two A units.

The Eastern Kentucky & Cumberland Gap SD35 entered by Joe Fields started as an Atlas unit. A custom paint job was followed by custom decals. Joe weathered the engine with dry brushing paints and eye makeup. Rob Johnson's Aerotrains is a Con-Cor unit with virtually no customization or weathering, showing as it was delivered in the mid-1950s.

Current standings: Bill Lynch leads with 12 points; John Stoltz is in second place with 11 points; Joe Fields is third with 9 points; Bob Frankrone and Bob Kuchler are fourth with 8 points; Barry Christensen is next with 5 points; Ed Brennan is next with 4 points; Bob Johnson follows with three points; Patrick Hardesty, Rob Johnson, and Ron Ellison are next with 2 points; and Rick Maloney and Robin White are at 1 point.

Next month, March, is Commercial Structures. So, what IS a commercial structure? The contest rules really don't say what that is, other than it's not a diorama or a display. It's a single structure, aka building. It's supposed to be a non-railroad company building and not a bridge, either. But, we have accepted passenger and freight stations in the past. It can be scratchbuilt or from a kit or kitbashed. I think for next year we should change the category to be "structure/building" and officially include railroad company structures as well as bridges. What are YOUR thoughts on that?

(Continued in Column 2, this page)

**MARCH MEETING INFORMATION**

This month's meeting will be 2 PM Saturday March 17, at the 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 will have the program "Action at Marion, OH". Barbara and Fred Soward will provide refreshments.

(continued from column 1)

There will be blank contest entry forms for anyone who needs one at the January meeting. 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.

Judging is strictly people's choice. 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.

Ramona Johnson won the gift card drawing.

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; Ed Brennan, \$50; Jim Kuzirian, \$11.

MEMBER WELFARE

Ray Rohmann fell in December and then suffered several health issues. He, is recovering at Glen Ridge Health Campus. Rick When, Member Welfare Chairman, has sent Ray a card on behalf of the Division.

VOLUNTEERS NEEDED FOR SPRING TRAIN SHOW & SALE

We need volunteers to help with setup, dealer unloading, and teardown. 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 again at the March Division 8 meeting. If you would like to signup but are unable to attend the March meeting, just email, text or phone me.

Ron Ellison
Train Show & Sale Chairman
(502) 807-7683
division8.mcr.nmra@gmail.com

JANUARY CHARLIE KEELING MODEL CONTEST WINNERS

Left: Bob Kuchler came in first with his N scale Northern Pacific F7 A-B-A set – note the steam generator equipment for passenger service.

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: Joe Fields came in second with his HO scale Eastern Kentucky & Cumberland Gap SD35



Left: Rob Johnson came in third with his HO scale Aerotrain. Styled by GM's Styling Studio, EMD called this locomotive model an LWT12; only the front truck had (two) traction motors.

LOVE THOSE LOADS

By Bob Frankrone



Railroad open loads come in many shapes and sizes. From the small and the large, to the common and unusual, there is an endless variety of open loads traversing the rails of the United States. I am amazed at the unlimited diversity of open loads, and I am especially drawn to some of the more uncommon ones.

Left: A prototype 16" gun barrel is being transported on a railroad flat car.

This month I want to feature a very uncommon load, which many of us will likely never get a chance to see in the prototype, but that is rather interesting nonetheless. It is one of nine 16" gun barrels from the USS Missouri (BB-63), which is one of the four Iowa-

class battleships built during WWII. I spent 38 years working for the Department of the Navy and I can tell you that these barrels are BIG! They measure 66' 8" in length and weigh 134 tons. Unfortunately, I never did get to witness one being transported by rail. But thanks to my friend Bruce DeYoung of the Northeastern Region of the NMRA, I currently have a few photos of a 16" gun barrel being transported via a railroad flat car. And now, thanks to American Model Builders, there is an HO kit available to model a 16" gun barrel load (AMB Kit No. 215). Naturally, I had to purchase that kit and build this unique and fascinating load.

To build the kit, I simply followed the kit instructions, which were fairly detailed and contained some pictures of the prototype load and the finished model. Before I began assembly, I painted the gun barrel a uniform Navy gray as it would have appeared in service. I also painted some of the loose mounting hardware a primer-red color.

Right: Bob's finished model load is from an American Model Builders kit.



The real challenge to building this kit is mounting the gun barrel to the flat car. I began with the load bolsters which were a little tricky to assemble, but their laser-cut parts fit together superbly. Next, I applied the simulated canvas and attached three pieces of mounting hardware to the gun barrel. I then prepared the wood mounting blocks by drilling the necessary holes to accept the brass wires, which simulate steel tie-down rods. The instructions clearly identify where to drill the holes.

I carefully mounted the gun barrel between the wood mounting blocks, making sure all holes were aligned and the barrel was level. I then placed the load on top of the load bolsters, ensuring the mounting blocks were centered over each bolster. At this point I was ready to attach the brass wires to the mounting blocks, to the bolsters, and to the mounting hardware fastened to the gun barrel. This was perhaps the most difficult and tedious part of assembly, so I was careful not to rush through it.

Once the brass tie-down rods were secured in place, I added the nut and washer details. It's this fine detail that really makes the load stand out. Finally, I painted the brass rods and the nut and washer details a primer-red color, and mounted the load onto a flat car using a cyanoacrylate adhesive (CA) gel.

NEW DIVISION 8 MEMBERS SALES TABLE

By Ron Ellison, Division 8 Train Show and Sale Chairman

Something new for the Spring Train Show & Sale on March 24th. For the 1st time, there will be a sales table for Division 8 members. The brainchild of Dealer Chair Mark Hedge, the idea for the table is if you have 2 or 3 items you'd like to sell to make room for 2 or more items you purchase at the Show, you can sell at the Division 8 Sales Table. Here is the way it is set to work.

- You can place items on the table when the show opens at 10:00 AM
- The table will be the 3rd table to the right after you enter the show - See Mark Hedge
- You can sell 1, 2 or 3 items at the table
- Items will need to be priced
- There will be a \$5.00 fee to sell at the table - pay Mark when you place your items on the table
- You will need to remove your unsold items before leaving the show - Mark cannot take responsibility for your unsold items
- Division 8 will mail you a check the week after the show for any items that are sold

We also talk about the Sales Table at the March Division 8 meeting.

CURVE CAPABILITY TESTER

By John Czerwinski



Most of my career in model railroading was as an armchair model railroader with occasional small layout segments built. The U.S. Army transferred me several times over the years. Limited space at my various residences pushed me toward street trolley and interurban electric railroads principally due to the small radii the equipment could achieve. Over a number of years I collected several cars but no right of way extensions. My interurban empire design fell afoul of consistent information on the smallest radius any of my cars would traverse. Invariably some part of my limited space demanded tight curves. A brief-lived small layout segment worked but was not expanded.

In the meantime N-scale became practical and I began to dream of a large layout. While working on my current N-scale track plan I realized that I had a space beneath the

main layout for a very compact interurban/trolley railroad. To make a track plan that would fit that space I needed to know the specific minimum turning radius of each car on-hand. During a hiatus in construction of my N-scale railroad I took the time to build the radius tester shown in Figure 1.

Shown in the photo is a 29 by 29 3/4 inch piece of 3/4 inch (or what passes these days for 3/4 inch) plywood supporting a rough spiral of track. Each curve is tighter than the last. I began with an 8 inch radius. The next curve is a 7 1/2 inch radius; then 7 1/4 inch radius; next is 7 inch radius; then 6 3/4 inch radius; then 6 1/2 inch radius; then 6 1/4 inch radius; then 6 1/8 inch radius and lastly a 6 inch radius. Each curve is a 90 degree turn.

The 3/4 inch plywood was scrap from a new roof I needed following the hail storm in April 2017. It formed a solid base to which to nail flex track. No overhead was provided as none of my trolleys or interurbans have yet been converted to overhead operation. I tested each car individually noting their overall performance and minimum radius achieved. The result is that my track plan could use a 7 inch radius curve but anything tighter would be problematic for at least one car or another. Now I have a simple but satisfactory track plan to work toward.

I thought I'd share this concept as a matter of general interest.

THE LOUISVILLE BRIDGE—147 YEARS ACROSS THE OHIO

By Rick Tipton



The Louisville Bridge Company was started under a revised 1862 charter as a joint project of the L&N and the JM&I (Jeffersonville, Madison & Indianapolis, as it was by the late 1860's). L&N's Chief Engineer Albert Fink is identified as the designer of the bridge, and undoubtedly oversaw its construction, which began in 1867. Note that it is JM&I; there never was a J&I, but one of the JM&I's ancestors was the Madison & Indianapolis or M&I (and once known as the Indianapolis & Madison).

Left: South Tower. It is hard to tell from this photo, but the draw span, a swing bridge at the time, is in the open position with the stacks of a steamboat standing tall as the boat moves through it.

While the single track iron bridge across the Ohio was under construction, about January 1869, the JM&I came under control of the Pennsylvania Railroad's Pittsburg, Cincinnati and St. Louis (PC&StL,

one of a series of PRR-controlled companies nicknamed **the Panhandle**), and thus at first was jointly financed, owned, AND OPERATED by L&N and the Panhandle. It's unclear from PRR historical documents when PRR bought L&N out.

This "Louisville Bridge" was the first of three railroad bridges built across the Ohio River at Louisville, and crossed the river at the top of "The Falls", actually a long rapids west of downtown. For a time its tenants were the Ohio & Mississippi (later B&O), St. Louis Air Line (later Southern Railway), and the Chicago Indianapolis & Louisville (later Monon). All had terminals and freight houses in Louisville close to the south end of the bridge at 14th Street, and all originally shared a Pennsy station at Main Street. Once the bridge opened, it funneled a huge share of traffic from those FOUR northern railroads onto the L&N Main Line.

From best evidence, the bridge was built to PRR gauge (4'9" at that time). We know that the O & M changed its gauge from 6' Erie gauge to 4'9" in 1871. First (July 6) they narrowed their North Vernon-Jeffersonville line, which joined PC&StL track to use the bridge, then (July 13) they regauged the entire O&M main from Cincinnati to East St. Louis. We also know that the St. Louis Air Line was built circa 1883 to 4'9" gauge, and used the PC&StL's New Albany (IN) branch to reach the bridge. Incidentally, it's a little-known fact that the 5-foot southern lines that "standard-gauged" in the 1880's were actually changed to 4'9" at the time – but that's another story.

L&N DID build a 5' gauge line up Louisville's 14th Street from their terminal properties south of Broadway to reach the Ohio's south bank. But this was temporary, for construction materials. Soon after the bridge opened in 1870, the PC&StL line was extended south down 14th and to the L&N station of the day (11th and Maple Streets). Of course Louisville Union Station at 10th and Broadway came later, but by then PRR track extended east on Maple Street to 11th Street at the west boundary of the LUS property. We can note that the 14th Street corridor started out as a north-south city street, but once it filled up with mainline and sidetracks, it was abandoned as a public thoroughfare. PRR tracks also continued on south on the 14th Street alignment from Maple Street to Kentucky Street, where it met Illinois Central's predecessors, who then monopolized the 14th Street corridor on south for some distance.



In 1882 the local PRR managers established interlocking "towers" to control the large number of movements across and around the Louisville Bridge. We are free to assume this traffic control innovation involved very early mechanical "Armstrong" plants. The controlled territory went from "North Tower" on the north side of downtown Jeffersonville (where the original PRR main crossed the B&O line), to "South Tower" in Louisville, at the south end of the canal drawbridge. An early photo of South Tower (above) shows a two-story frame building with the octagonal second story so popular on PRR in the period; the tower overlooks a sea of "stub switches" fanning out from the bridge. South Tower stood in basically the same place as CLAGG tower does today.

The swing bridge over the Louisville and Portland Canal was replaced in 1912. Then the whole PRR bridge was essentially rebuilt as a steel double track bridge (mostly on the original piers) 1916-1918 and the swing span was replaced by the extant lift bridge (this was required by the US Corps of Engineers, who run the canal). People who've viewed the huge PRR-built steel through-truss bridges, say around Pittsburgh, will immediately recognize the same style on the "Pennsy bridge" today.

(Continued on Page 7)

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

Sponsored by Division 8 - Mid Central Region
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Website: <http://div8-mcr-nmra.org>

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Over its lifetime, the bridge has been called The 14th Street Bridge, The Louisville Bridge, the Panhandle Bridge, the Pennsy Bridge, the Penn Central Bridge (1968-1976), or the Conrail Bridge. Today the machinery house on top of the drawbridge bears the keystone herald of short-line Louisville and Indiana, and L&I operators drive from Jeffersonville Yard over to CLAGG tower to lower the draw across the canal for L&I and CSX locals and transfers. With the recent upgrading of the former “PRR Louisville Division” north to Indy, CSX is running road freights across the bridge.

I think of the Louisville Bridge as one of the most obvious of many historic examples of PRR and L&N cooperating to get traffic across the Ohio River, here, and at Cincinnati. But that’s another subject for another time...

CLAGG TOWER AND THE GREAT FLOOD OF 1937



On January 27, 1937 the Ohio River crested at 57.15 feet, 21.35 feet above the crest of the February 2018 flood. This was the highest flood level ever recorded at Louisville, surpassing the previous record set in 1884.

Above left: Clagg Tower and the south end of the Louisville Bridge taken at the crest of the flood.

For a visual reference as to the height, you can compare this with a contemporary photo (above right) looking upriver toward the entrance of the canal, and a photo (right) taken by Charlie Keeling in May of 1967.



Left: CSX Business Train crossing the bridge in 2011. This is almost the exact location as page 6’s postcard view of the old bridge.

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THE PIE CARD

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IS OPEN FOR BUSINESS**

**Available:**

Division 8 Long Sleeve Denim Shirts and Polo Shirts
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**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