



The Pie Card



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

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From the Superintendent's Desk



It was great to see so many members at the Division 8's picnic held at the Salem Depot last month. If you haven't been to the depot in a while, or if you have never been, I highly recommend the scenic drive to Salem. The depot is not an original structure, but a great replica of an original Monon depot.

Don't be disappointed that the depot isn't even located alongside railroad tracks. That fact will be forgotten as you enter the museum and start looking at the well displayed railroad memorabilia. There's everything from a new looking "Track Speeder" to time tables to uniforms. There are countless number of passenger car artifacts including dishes, silverware, and ashtray stands - you do remember what those are? And of course lots of photographs.

Speaking of photographs, when we had our 2012 picnic at the depot our good friend the late Jim Harrington showed me a photo of his dad that Jim had donated. I'm sorry to say at this time I can't remember in what capacity Jim's dad worked for the railroad, but it was a neat picture.

Once you have taken in all the main floor's attractions, you can make your way downstairs to the basement where there is a large HO layout. The layout is not finished (of course, whose is?) but there is a lot to take in as a good part of Salem has been nicely recreated. Multiple trains do operate with working semaphore signaling. Talk about interest, when a train passes and the semaphores' arm drops down - wow!

There are a few more attractions to see at the depot, but I'm going to let you take a visit and find out for yourselves. I know you won't be disappointed.

One last thought. If you are like a lot of us, we have acquired some railroad memorabilia over the years. If you haven't already, you might want to tell your loved ones that you would like your railroad treasures to go to a place like the Salem Depot where they can be enjoyed by present and future railroaders alike. I know that's what I'm going to do with my NYC bridge sign.

Russ Weis

ACHIEVEMENT PROGRAM

Joe Fields AP Chairman

At the August meeting I was pleased and honored to award Charlie Fackler with his Master Model Railroader plaque and certificate. Charlie is MMR # 539. Congratulations Charlie. After a time of fellowship with those present, Bob Kuchler presented a fabulous clinic on backdrop painting. Bob, thanks for a wonderful demonstration. I thank your skills kept everyone mesmerized from start to finish. One of the great things about the hobby of model railroading is that there are so many talented folks willing to share their expertise. How about you, do you have a special technique that you could share with your fellow modelers? I'm sure our program chair would love to hear from you. As always if you have anything to be judged please let me know.

TIME TABLE

Sep 20, Sat 2 PM, Div 8 Mtg., St. Matthews Episcopal Church.
Oct 16, Thur, 7:30PM, Div 8. Mtg., St. Matthews Episcopal Church
Nov 15, Sat, Div 8 Train Show and Sale, Highland Post, 10 AM to 3 PM
Nov 1-2, Sat, K & I Club Open House
Nov 20, Thur, 7:30 PM, Div 8 Mtg., Southern Indiana Club
Dec 12, Fri, Div 8 Christmas Party, Rails, LaGrange, KY

Right, Charlie with his plaque, photo by Fred Soward.



CHARLIE KEELING MODEL CONTEST

Fred Soward, Contest Chairman

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
June	Open Loads
July	No Contest
August	MOW Equipment

Next month, bring your favorite photo, either prototype or model to enter it in the September contest. As always, the judging is strictly "People's Choice."

The August Contest was Maintenance of Way. First Place was Bob Kuchler's N-Scale work train. Second place was a tie, with Russ Weiss's bunk & storage cars and Fred Soward's rail truck. Mark Norman's Sperry Rail Inspection Car was third. Point standings: Bob Kuchler - four points; Russ Weiss and Fred Soward -



Looking back to last year's September Pie Card, I found there was also a tie for second and Charlie Keeling's Sperry Rail Inspection Car came in third. It's déjà vu all over again!

DIVISION 8 TRAIN SHOW AND SALE

There are still tables available for the Division 8 Train Show and Sale Saturday November 15. Check the Division 8 Website for reservation forms or contact Mark or Bobbi Hedge at 812-288-8037. NMRA members receive a \$5 discount per table from the price listed.

K & I Model Railroad Club will have an open house at their Club House in Buckner, Kentucky, November 1 and 2nd. See October Pie Card for details.



SEPTEMBER MEETING INFORMATION

The September meeting will be held Saturday September 20 at St. Matthews Episcopal Church, 330 Hubbards Lane, 40207, 1/4 mile north of Westport Rd. Enter through the doors under the parking lot walkway roof.

Russ Weis is presenting a clinic on "Mail and Express Car Operations".

MAINTENANCE TIES FUND 2014

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 of \$ 5.00 or more to the maintenance ties fund are recognized in the Pie Card.

\$ 5, Anon; \$20-\$25, John Czerwinski; \$30 Jim Kuzirian, Mark Hedge; \$40, Steve Taylor; \$50, Ed Brennan, Bob Johnson; \$60, Don Fowler; \$100 Barbara and Fred Soward.

AT THE AUGUST MEETING

Bob Dawson Clerk

The meeting was held at the Airport Industrial Park Conference Center on Saturday August 16th. Program was by Bob Kuchler and refreshments provided by Bill and Ruthie Lynch. The minutes for the meeting are posted on the Division's Web Site.

TRAIN SHOW and SALE

Sponsored by Louisville Division 8 • National Model Railroad Association

SATURDAY, NOVEMBER 15, 2014 • 10:00 A.M. - 3:00 P.M.
LOCATION: HIGHLAND POST, AMERICAN LEGION
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<http://div8-mcr-nmra.org/>



Admission: \$5.00 per person
 Children under 12 FREE with an adult.

PIKE SHOW CASE

Right: Rush hour on Cliff Burnstein's O-Scale Trolley diorama.

In the foreground is Chicago Transit Authority (CTA) trolley bus 9323, a 1948 Pullman-Standard product, serving until 1969. The red bus is CTA trolley bus 51, a 1930 Twin Coach serving until 1957. The non-powered 2'x10' diorama features Chicago bus, trolley bus, and streetcar models produced by St. Petersburg Tram Collection, Russia. Cliff also has a large Lionel layout as well as a HO trolley layout.

Photo by Bob Dawson



Left: A scene on Bob Lawson's original layout located in Danville, KY. Bob is modeling the Southern's "Rat Hole" Division on his new layout in Cincinnati.

Photo by Bob Dawson

Right: A local freight passes AJ Tower on John Campbell's L&N Layout. John is also a volunteer on the Salem Depot Museum's Monon layout in Salem, IN.

Photo by Bob Dawson





Left: A couple of canoers enjoy an outing on Falls Creek as they paddle past the Bethlehem Steel complex on Bob Frankrone's HO Louisville Southern Lines.

Photo by Bob Frankrone

TRACKSIDE WITH CHARLIE KEELING

Left: Charlie Keeling took this picture of the Shelbyville, KY L & N Depot in 1970.

The building was later moved to 735 College Street. In 1977 it was added to the national register of historic buildings.

The photo below from Google Maps shows the building as it looks today. The view is of the opposite end from Charlie's photo.



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TENNESSEE CENTRAL RAILWAY MUSEUM

By Fred Soward



Barbara & I took a quick trip to Nashville over the 4th of July weekend to visit with family and “discovered” the Tennessee Central Railway Museum. We were pleasantly surprised at what we found – a lot of equipment that’s being lovingly cared for and restored. Some of it is privately owned and some of it belongs to the group.

The museum also maintains an operating HO scale layout staffed by younger members of the group, an indoor museum and archive, and a model railroad store. The railyard shares acreage with the Nashville & Eastern Railroad. They have a full schedule of excursion trains running through the Tennessee countryside using Nashville & Eastern Railroad trackage. The longest ride is 216 miles roundtrip and takes 11 hours.

You can wander through the railyard and view the equipment on your own, after a quick safety briefing and orientation from a volunteer, of course. Another option is to do as we did and have a volunteer take you on a guided tour. We both recommend the guide as you’ll be provided insight you’d never have otherwise. The highlight of our visit was spending almost an hour with the owner of the C&O extended vision caboose 3300. He let us open every

compartment and box inside and out, sit in the cupola, ask as many questions as wanted, and showed us several photo albums of the restoration process. *(See photo below)*

As with any non-profit, there’s never enough money to restore everything, but they are doing a great job with the available resources. There is no cost to visit, but donations are always welcome. You can check out hours and location at <http://www.tcry.org>.



Above: What started life as a Bessemer & Lake Erie F7 is becoming L&N 819 while undergoing restoration work in the shops.



Left: A trio of GE Dash 8-39B engines in the latest Nashville & Eastern paint scheme.

NMRA CONVENTION TOUR OF GE'S ERIE, PA PLANT

By Eric Waggoner



I attended the 2014 NMRA National Convention this year in Cleveland, Ohio. One of the more favorite tours was of the General Electric locomotive plant tour in Erie, PA. Tour buses were routed into the facility, however for the most part the railfan tourist were not allowed off the motor coach except in a few select locations that were safe. Photographs were encouraged of the outside of the facility along with all the shiny new locomotives awaiting shipment to their new owners. Of these shipments were fifty (50) new GE4400's series locomotives with narrow gauge trucks, eight axles total. These brightly painted locomotives were destined for a mining operation in Africa. It's interesting to see that they export locomotives all over the world and there were several in the delivery yard awaiting to go to Australia. This locomotive was destined for a short line and was open to the public to view, including a bunch of GE College interns on their internship assignment. There was a nice visitor center where this locomotive was located with a mock-up cab for you to try your engineering skills. OK, I have an L&N railroad shirt on but I'm pretty sure the L&N never had anything this new from GE.

TENNESSEE CENTRAL RAILWAY MUSEUM (continued)

Right: Office Car 103 is most famously known as having once been owned by Jackie Gleason. Built in 1950, its heritage includes brief ownership by Auto Train.



Left: Tennessee Central Railway Museum SW8 number 52 started life as US Army 2038

REMEMBERING JOHNNIE REID

by Rick Tipton



"Colonel" Johnnie C. Reid, Division 8's founder and first superintendent, has passed away at the age of 81. You younger NMRA members may not have heard of Johnnie Reid, but this brings back a lot of memories for us older ones. Many Kentuckians hold commissions as Kentucky Colonels, but Johnnie's flamboyant white coats, string ties, and bourbon were famous at NMRA Regional and National conventions. Always slightly outrageous, Johnnie and the late Dean Freytag of Ashland Ohio smoked big cigars, threw late-night parties, and promoted MCR and Louisville to the model railroading world at large. Day or night, these two enjoyed making a scene -- one of their favorite stunts was going to breakfast and then asking if grits were served. If they were not, Johnnie would go into a rant about the lack of civilization among the Yankees. However, if they WERE available, Dean, a Colonel in the US Army Reserve, would boom out how the South was ruining America. Their stunts at National Conventions were legendary -- for example, they once told the builder of the seventh Chama coaling tower to arrive that the National Model Contest could only take six. Another time, flying to a National at Seattle, they got the stewardesses bombed on Rebecca Ruth bourbon balls.

Here at home (Johnnie worked for LG&E), Johnnie was very important to Division 8. Not only was he a founding member of the Division in 1966 (along with Dwight Swayzee, Charlie Williams, and Chet Miles), but he had previously laid the groundwork at Region and National for our division to be recognized. Johnnie was the Division's first superintendent, and served one or more times later. Johnnie had firm ideas of how the division should be run, and once told me "the purpose of a division business meeting is business". Johnnie did not please "all of the people all of the time" because he was ready and willing to hammer anyone with Roberts Rules of Order. Further, you could not win an argument with Johnnie, because he just got louder and louder until you quit -- perhaps an artifact of his days as a Marine Corps Captain during Korea.

In any case, Johnnie was a talented modeler, and in O Scale; his father had been an O Scaler. His home railroad here on Texas Avenue was the 3-foot Columbia and Oneida (Columbia KY, across the line into Oneida TN) and his locomotive fleet was mostly slightly modified On3 Rio Grande brass imports. Johnnie took prizes at the Regional and National level -- particularly fine were a narrow gauge baggage car including a coffin, and an On3 business car -- its kitchen had a sink with a removable rubber stopper.

Johnnie retired some years ago and moved back to his mother's farm near Campbellsville KY. We know he was still building models and had a layout project going, but I never got to see it. Now, wherever he is, he and Dean are probably raising cane and enjoying model railroading...



Left: The Colonel in his element. Running an O-scale passenger train on the Division 8 modular layout in 1973.

The occasion was a hobby show at the Kentucky State Fairgrounds. The layout was dual scale, with O and HO trains appearing on opposite sides of the layout and passing under each other on hidden trackage.

Charlie Keeling photo.

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THE PIE CARD

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