



# The Pie Card



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

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## **The Pan-American... "All Aboard"**

**By Bob Frankrone**



My thanks to Superintendent Russ Weis, for offering his column to me to talk about the *Pan American* Convention.

It's hard to believe, but after nearly three years of planning, the Mid-Central Region Spring Convention is less than two months away. At this stage of the planning, *The Pan-American* is beginning to blossom into what promises to be a great convention.

If early registrations are any indication, we are sure to have a packed convention. Over 130 registrations have been received to date, and by the time you read this article, dozens more will likely have been booked. We have sold out two blocks of hotel rooms and most of a third. There have been 150 tickets sold for the six extra fare events, including over 80 for the banquet, and the operating sessions are filling up fast. There are dozens of clinicians scheduled to present a wide range of model railroading clinics that will be both entertaining and educational. Including the wonderful array of non-rail clinics, there are over 60 hours of informative and fun presentations.

Although the planning is going well and early registrations are promising, there is still one major area of concern. That is the lack of participation from the members of the host Division. Only 25% of Division 8 members have registered to come to our own convention. Fewer have offered to volunteer to assist with the many tasks required to host a successful convention. This convention is likely to draw between 150 and 200 people. The 13 members of the planning committee can in no way host that many people by themselves. We must have the support of the Division.

I realize that not every Division 8 member will be able to attend all of our convention, what with schedule conflicts, work, health issues, and all those other distractions that life throws at us. However, I believe that we can definitely do better than 25%. After all, it was the members who voted to have the convention, the members who allowed their leadership to pitch the convention to the Region, so I think it only right that the members support our convention, both by attending and volunteering when needed. A couple of hours here, a few volunteer hours there, times the number of Division 8 members, and we should have plenty of help for the many functions that need to be performed during the three days at the convention hotel.

We have come too far and worked too hard to drop the ball now. Please stand up and be counted...register and volunteer to help. How well we work together as a Division will be reflected in the finished product. Our out-of-town guests will be talking about this convention for a long time to come; let's make sure they have a fun and enjoyable experience.

## **MARCH MEETING REPORT**

The Division met on Saturday March 18 at the 600 Room, 600 Hurstbourne Pkwy. at 2:00 PM. All of the officers were present and the attendance was 26. The minutes for the February meeting were approved as posted on the website. The treasurer's report was approved for audit.

Bob Frankrone reported that we had 130 Convention total registrants including family, and 80 banquet reservations.

Mark Hedge said we are sold out for the April 1 Train Show (74 tables with four on the waiting list). Bob Dawson asked for help to set up Friday March 31 at 3 PM. Help is needed Saturday morning at 7:30 to help with dealer move in, and at 3 PM for take down at the close of the show.

There were four entries in the contest, Commercial Structures. Bob Frankrone took first place; Rick Maloney won the gift card drawing. Fred Soward reminded members that there will be no meeting or contest in May because of the Convention; May and June contests will be combined for the June Meeting. Bob Dawson gave the program, "Take a Ride on the Dinky," and Mark Hedge provided refreshments.

## **TIME TABLE**

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

**May-No Meeting-Convention**

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

**July-15**, No meeting. Picnic at the Depot in Salem, IN

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

## CHARLIE KEELING MODEL CONTEST

By Fred Soward, Contest Chairman

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
March	Commercial Structures

There were four entries in this month's contest. Bob Frankrone won with his hardware and lumber store; Joe Fields came in second with his Furrow Lumber and Supply Company; Barry Christensen was third with his Portales, New Mexico AT&SF freight depot; and Bob Johnson brought a modified Marx station. Check out my Facebook page for additional photos of all the entries.



Bob Frankrone's entry (above) was built up from a craftsman kit. He added an assortment of details including the soda cooler (I'd say soft drink cooler) and signs on the building which were not included in the original kit.

Joe's entry had rather humble beginnings, starting out as two Atlas lumber sheds and a Heljan building for the office. He weathered the buildings, cut and added the scale lumber, and added additional details. The Heljan building received Campbell shingles on the roof, a scratchbuilt chimney, new handrails, and a sign made from a newspaper ad.

Barry used a Walthers mission-style freight house kit as the starting point for his entry. The styrene model was painted with plaster to simulate the adobe exterior. He also added a wood interior floor, and as usual for Barry, a couple freight car loads of details including 55-gallon drums, wooden pallets, an electric meter box, cardboard boxes, and more.



### MARCH MEETING INFORMATION

This month's meeting will be 2 PM Saturday April 15, 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 facing N. Whittington Pkwy. Enter the doors on that side. Bob Frankrone is giving the program, "Scenic and Tourists Railroads of the Northeast". Mark Norman is providing the refreshments.

### CHARLIE KEELING CONTEST (from column 1)

Rick Maloney won the gift card drawing

Contest standings for the year: Bob Johnson, Steve Lasher, and Mark Norman are now tied for first place with 8 points; Bob Frankrone moves into second place with 7 points; we still have a two-way tie for third place between Bob Kuchler and Bill Lynch at 6 points; Barry Christensen and Patrick Hardesty are next with 5 points; John Bowman, Joe Fields, 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. Donations to date: \$40 John Ottman; \$ 20 John Czerwinski, \$11 James Kuzirian.

**PIPELINE BRIDGE A PLATTSMOUTH, NEBRASKA**



Left. Bill Wright scratch-built this model of a suspension pipeline bridge crossing the Missouri River at Plattsmouth, NE.

Bill had to use massive “selective compression” to fit his model on his layout. He had to make it a third of the length of the prototype as well as reduce the height of the towers.

The actual bridge also carries two pipelines, but Bill reduced it to one.

Plattsmouth is on the Burlington Northern (former CB&Q) where the Platte River joins with the Missouri.

Right: A photo “grab” from Google. Unfortunately it doesn’t provide much detail on the pipeline bridge.

You can see Bill pretty much “nailed” the tower.



Left: Another “selective compression” -- the BN is double tracked at this location crossing on two separate bridges. But Bill modeled only the left (in the above photo) bridge.

Bill’s layout will be open during the MCR Convention self-guided layout tours.

*Photos by Bob Dawson, and download from Google.*

**LOVE THOSE LOADS**

By Bob Frankrone.



My wife, Laura, is an avid antique hunter. She probably chases antiques more than I chase trains...if that's possible. Needless to say, I have spent quite a bit of time rummaging through antique shops with Laura, who is always looking for that perfect something.

But I really don't mind, as I too enjoy the occasional visit to a quaint antique mall. It's a nice reminder of how people used to live and entertain themselves in the not so distant past. Besides, one never knows what hidden treasure one might find tucked away in the recesses of someone's booth. On one such excursion, I found my buried treasure.

Left: L&N re-numbered flat car #27389 temporarily blocks a grade crossing on Bob's layout. The tires are a special order from NASA. They will be used on the massive transport vehicle for the space shuttle.

For some time I had been looking for large rubber tires – the kind you may see on large earth moving equipment typically used in strip mining operations and highway construction – to use for an open loads project. Now, laying right in front of me in a non-descript booth, were several toy vehicles with real rubber tires. One of them was the perfect scale for what I needed, and at only \$2.50, I could not pass it up.

Once back in my workshop, I carefully removed the four rubber tires from the vehicle and set them aside. Because the tires did not constitute a large or particularly heavy load, I decided to use a 40' flat car to transport them. I also decided to add a few large crates to the flat car load. I did this because the four tires mounted on the flat car (double stacked) occupied less than half of its deck's surface area, and I wanted to have a full, balanced load.

I pulled three, various size large crates from my excess parts and accessories box. I then arranged them and the four tires on the deck of the flat car until I was satisfied with the overall look. Once satisfied, I glued the tires and the crates to the deck of the flat car. Now all I had to do was add tie-downs to give the load a more prototypical look.

To secure the three crates I used 1/32" pin striping tape to simulate metal banding. I painted red crimping rings onto the steel bands to add visual interest. I didn't want to use steel banding to secure the tires as the metal would cut into the much softer rubber. Instead, I used canvas strapping, which I simulated by using 1/16" ribbon. The accompanying photo shows the completed model.

**TRACKSIDE WITH BILL LYNCH**

Bill Lynch took this picture March 16, 2017. Taken from the overlook at the Floodwall near State Street in New Albany, IN., the pushers are returning east to Youngtown Yard in Louisville after helping westbound NS Train 168 up Duncan Hill to Georgetown, IN.





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 and operating Sessions



Above:

Lower Walton on Rick Maloney's N Scale Midwest Central & Southwestern. This layout will be open for operating sessions and the self-guided layout tour.

Left: Ship yard on Bob Irmscher's O semi-scale layout. Bob's layout is one of the layouts that will be open during the convention for a self-guided tour.

Right: Bob Frankrone's switching module. This module will be available for operations at the Galt House hotel during the MCR Convention

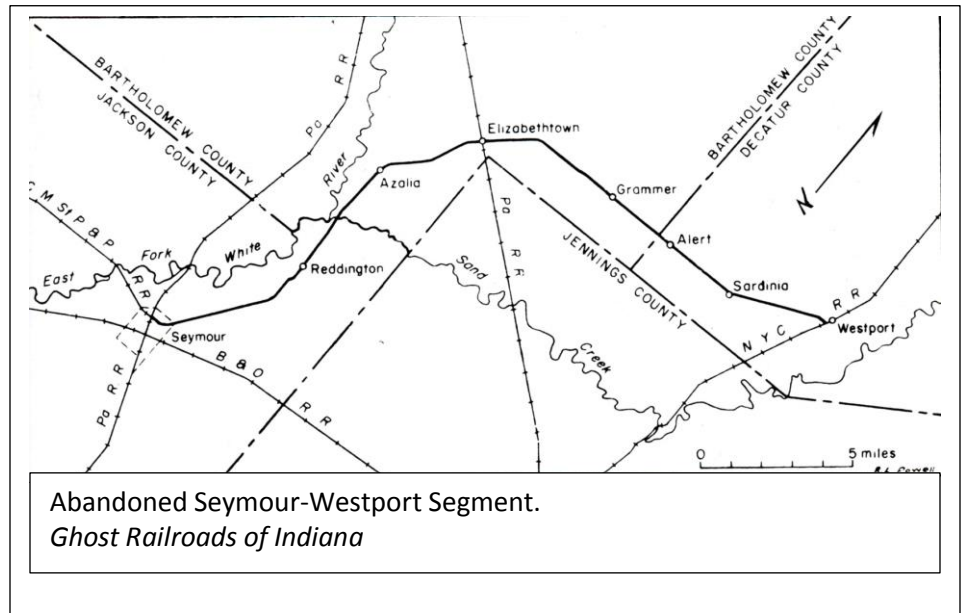


**Did You Know? Milwaukee Road wandered southern Indiana**

By Rick Tipton

Many find it odd that The Milwaukee Road came as close to Louisville as Seymour, Indiana. Actually, the Milwaukee and its predecessors used to extend on east to Westport, IN -- where they met the NYC/Big Four's Michigan Branch (North Vernon-Greensburg-Anderson-Shirley-Goshen) up that line from North Vernon.

The track to Westport was a failed attempt to connect Richmond IN with, say, Evansville, and fell around 50 miles short of its goal. The stub was cut back to a wye on the northeast side of Seymour circa 1952, and it's probable that some of its track at the Westport end was the old storage location for Indiana Railroad Museum, now at French Lick. Certainly Westport was where the only preserved PRR E7 deteriorated so badly it was cut up -- a subject of some rancor over the years between IRM and the Pennsy fan community.



Milwaukee "bought into" southern Indiana in the Twenties by acquiring the Chicago Terre Haute & Southeastern. Their purpose in controlling the Southeastern was to ensure coal supplies, and the Southeastern already tapped big coalfields south and southeast of Terre Haute (PRR, B&O, IC, and I believe NYC also tapped this mining district, and successor operations still haul coal out of there). We can assume that the Southeastern's line east of Bedford to Seymour and Westport was already an inconvenient afterthought, protected from abandonment by the ICC in the name of "common carrier obligation".



Milwaukee continued to serve Seymour at least into the Seventies, with its line east from Bedford through "the mountains of Indiana" crossing PRR's Louisville main a few blocks north of the B&O crossing. The Milwaukee road crossing of PRR at Seymour was un-interlocked, and controlled by a tilting target signal (sort of a manual semaphore) set between a grain elevator and an oil dealer. Its "main" then continued east some blocks to the wye mentioned, along the way

Left: Diamond with Monon at Bedford looking East on the Milwaukee. Bob Dawson

sending off track south to the Milwaukee Road freight house which stood on the north side of the B&O (all of this north of Seymour's main drag, Tipton Street). The

line into Seymour became very quiet -- in repeated trips from 1972, I never saw Milwaukee Road power and seldom saw cars in place.

As a condition of L&N's merger of the Monon, Milwaukee Road secured trackage rights on the Monon south from Bedford to Louisville and ran trains into the K&I yards -- we'd see MILW equipment in K&I's Youngtown Yard, and for a while there were piggyback cars in and out of Louisville. Canadian Pacific may have inherited those rights, but it's clear in today's railroad world they are no longer used.

Did You Know (from page 6)

Finally (and I do not know the year, but probably in the eighties) it became possible to abandon and tear up antique branches like the one to Seymour. It now takes a fair imagination to see the former Milwaukee Road right-of-way through town, and even with topos one can't successfully follow the line east toward Westport. For more info on this abandonment, see for example *Ghost Railroads of Indiana*.



Above left: Milwaukee Passenger Depot in Bedford, IN. The freight depot is the red building in the distance.

Bob Dawson Photo.

Above right: Milwaukee train to Louisville in Bedford, IN. Railpictures.net Photo.



**SOUTHERN RAILWAY DEPOT BUECHEL, KY**

The present Norfolk Southern trough Buechel began life as the Louisville Southern, sending its first train from Louisville to Harrodsburg in 1888. By 1898 the Louisville Southern was part of the Southern Railway system, and the depot at Buechel, Kentucky was built. A 1941 Southern Railways Time Table shows four trains a day passing the station: 23-24 and 1-2. Trains 1 and 2 would stop at Buechel, and then only if flagged. Sometime in the 2000's, Norfolk Southern offered the Depot to a group in Buechel but only if it was moved. With help of a donation from Bill Collins it was relocated to Buechel Ave. Photos above by Charlie Keeling were taken at the Bardstown Road location. Photo at right shows a train passing at speed in 1905. Note the train order signal in the left photo that Charlie shows torn away from the building.

Starting with the April meeting, the Louisville Chapter of the National Railroad Historical Society will be meeting at th depot on the first Friday of each month except June and December. Meetings begin at 7 PM and are open to all.

**Division 8, MCR, NMRA**

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

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