



# The Pie Card



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

Volume 60

May 2017

Number 5

## From the Superintendent's Desk



It's almost Christmas, or at least that's what it feels like, since when you read this our convention will be only days away.

Last year I wrote that there is nothing like a deadline to push you into getting things done on your layout. I would like to thank all the Division 8 members who have finished, or improved areas on their layouts to either host an ops session, or make their layout available for the Saturday or Sunday tours.

I know it has pushed me to get many areas finished, or at least looking a little better. Unfortunately, there was so much more I would have liked to finish, but you all know how that goes.

The many Division 8 members who have been working so hard to make this convention one of the best are still working on fine tuning a few areas, and will probably still be getting things done right up to the convention opening.

With that, I'll give you one last pep talk to do your best to attend at least one day of the three-day event. No, it's not that we need your money, although every dollar helps; this is to give you the experience of attending a regional convention right in your backyard.

With Friday being the fullest day for clinics, you'll have a hard time choosing which ones to see.

Terry Luginbuhl will be giving his THREE clinics on different DCC subjects. One of them is installing sound in steam locomotives. For many of you who have a favorite brass loco and want to install DCC/sound in it, it's a daunting project. Well, Terry can give you many suggestions, as he has done it!

Train Control Systems (TCS) will be there also to give clinics AND they will install one of their WOW kits in your diesel. However, there are only two time slots left, so don't procrastinate!

So you didn't listen to me and all the TCS install slots are filled? Well guess what? You can still watch them installing the decoders for others and pick up a WOW kit for you to do at home.

There are so many more clinics to see and do at the convention, well worth your investment. Check them out on the division website – here is the link: <http://div8-mcr-nmra.org/site/2017PanAmerican/TimeTable/mobile/index.html#p=1>

So don't miss out, I'll see you there.

## DIVISION 8 SUMMER PICNIC 2017-SAVE THE DATE

The Division 8 Picnic will be Saturday July 22 at the Salem Depot Museum in Salem Indiana. This is a change in date from what was listed in the Time Table last month.

The menu will be "picnic fare": Hamburgers, Hot Dogs, Bratwurst, Baked Beans, Potato Salad and Cole Slaw. An assortment of desserts will be provided.

Cost per person and reservation details will be in the June Pie Card.

Right: Salem Depot Museum

## TIME TABLE

**May-No Meeting-Convention**

**Jun 17, Sat 2 PM, Div. 8 Mtg., 600 Room**

**July 22, No meeting, Picnic, Depot Salem, IN**

**Aug 19, Sat 2 PM, Div.8 Mtg., 600 Room**



## CHARLIE KEELING MODEL CONTEST

By Fred Soward, Contest Chairman

May	The Pan-American Convention
June	Cabooses AND Open Loads
July	NO CONTEST (Picnic!)
August	MOW Equipment
September	Photos
October	Steam Locomotives
November	Displays/Dioramas
December	NO CONTEST (Party!)
January	Freight Cars
February	Diesel Locomotives
March	Commercial Structures
April	Passenger Cars

A hearty thank you is in order for Mike Berry, running the April 2017 contest as I was unavailable.

There were five entries in this month's contest. Joe Fields won with his Eastern Kentucky & Cumberland Gap dining car (see photo and description of Joe's model on page 3). Don Fowler's Denver & Rio Grande Western passenger car tied Bob Kuchler's Milwaukee Road entry for second place.

Don Fowler won the gift card drawing.

Contest standings for the year: Bob Johnson and Bob Kuchler are now tied for first place with 9 points; Steve Lasher and Mark Norman are tied for second place with 8 points; Joe Fields and Bob Frankrone move into third place with 7 points. We now have a three-way tie for fourth place between Barry Christensen, Don Fowler, and Bill Lynch at 6 points; Patrick Hardesty is next with 5 points; John Bowman, 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.

Next month, May 2017, we will not have a Division 8 meeting and therefore not have a Division 8 model contest. That's because Division 8 is hosting The Pan-American, Mid-Central Region's Convention for 2017 next month! Instead, the May and June contests will both be held at our June Division 8 meeting. We will have two different colored sets of tickets – one for Cabooses and one for Open Loads. Although they'll be conducted at the same time, we'll count votes separately for each.



**NO MEETING IN MAY – The Pan-American Convention. Next meeting will be Saturday June 17, 2017.**

### CHARLIE KEELING CONTEST (from column 1)

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.

### APRIL MEETING REPORT

The Division met Saturday April 15, 2017. Eighteen members gathered at the 600 Room. One guest, Karen Fowler wife of Don Flower, was recognized and welcomed.

AP Chairman Joe Fields presented Stan White with his Golden Spike Certificate.

Mike Berry stood in for Contest Chairman Fred Soward. There were five entries (Passenger Cars); Joe Fields took first place. Don Fowler won the gift card drawing.

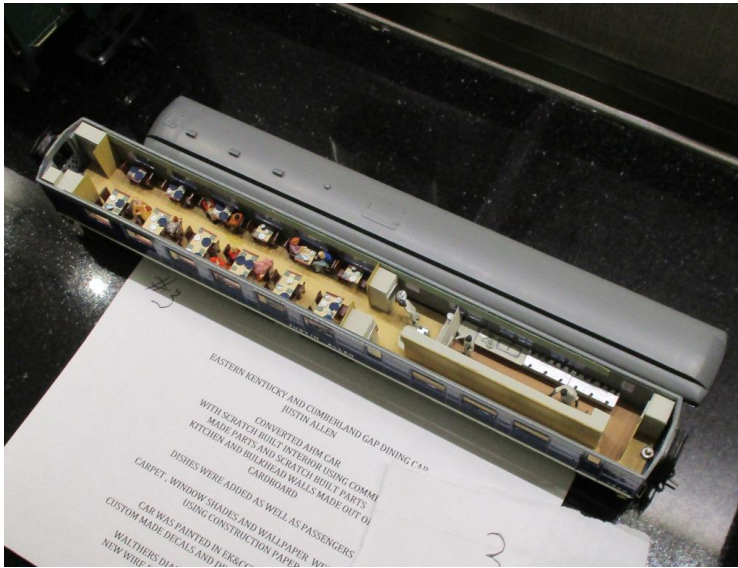
Mike Berry showed a video on the construction of a modern Norfolk Southern branch line to serve an electric generating station in Pennsylvania.

Mark Norman provided the refreshments.

The minutes for the meeting are posted on the Division Website.

### NEW TRAIN SHOW AND SALE CHAIRMAN

After seventeen years as Train Show Chairman, Bob Dawson has decided to step down. Ron Ellison has graciously stepped up to take the throttle.



**APRIL CONTEST WINNER**

*By Fred Soward*

Joe Fields' winning entry started as an AHM car. He scratchbuilt the interior using a combination of commercially made and scratchbuilt components. Dishes were added to the tables and passengers seated at the tables. He used construction paper to create the carpet, window shades, and wallpaper. He painted the car in EK&CG's paint scheme and added custom made decals and dry transfers. Finally, he added Walthers diaphragms, Kadee couplers, truck safety chains, and new wire end steps.

*Photo by Bob Dawson*

**STAN WHITE AWARDED GOLDEN SPIKE**

Right:

Achievement Program Chairman Joe Fields presented Stan White with his Golden Spike Certificate at the April Division meeting.

*Photo by Bob Dawson*



**TRACKSIDE WITH BILL LYNCH**

Bill found this GP8 parked at a connection with NS (former Southern Ry.) at Lincoln City, IN.

It is Hoosier Southern 464 ( Port of Tell City).

This ex IAIS 464, ex ICG7964 was rebuilt from IC GP7 8964 by IC's Paducah Shops.



**LOVE THOSE LOADS**

By Bob Frankrone. Photos by the author.



Above: AMB kit #211 (Big Steel Beam), overhangs both ends of this Missouri Pacific 60' flat car, requiring two idler flats for the ends of the car. The beam measures a scale 72'6" in length and is 7' tall.

Today, more than ever, there is a multitude of open load products available from several hobby manufacturers. From the simple "drop in" gondola loads to the more challenging kit built loads, model railroaders have quite a variety of commercially available open-car loads from which to choose. Not long ago I purchased two open load kits from American Model Builders (AMB) to add to my industrial layout.

Over the years, I have built many structures from the AMB line of laser-cut kits. I know firsthand the fine quality of AMB manufactured products, so I believed the two flat car load kits would be no exception to that standard. I was definitely not mistaken.

Each kit was packaged flat, in a clear plastic sleeve. Everything I needed to build the loads was included in the kits including the blocking and tie-down rods. I'm not sure what material AMB used to manufacture the flat structural pieces, but it was easy to work with and held its shape very well. The assembly instructions

were very well written and easy to follow.

I built the large steel beam load first as it seemed less intimidating than the structural component load. AMB uses a "peel-and-stick" technique for all of the structural pieces of this kit, which aided greatly in the construction of the steel beam. But more than that, the accuracy and precision of the laser cut parts was what made this kit enjoyable to build. All of the parts fit together exactly as they should and there wasn't any need to "trim or shim". As with most modeling projects, patience is also a key ingredient, so I took my time and didn't hurry through it.

Once construction was complete, the steel beam was tall, straight, and rigid. I spray painted it a steel gray color, being careful not to apply the paint so thick as to obscure some of the fine scale detail (i.e. tiny rivet holes). My final task, after the paint had fully dried, was to mount the steel beam onto the flat car. This proved to be the most challenging part of this project, but the finished look was well worth the extra effort. The mounting hardware consisted of laser-cut wooden blocking, .015" brass tie-down rods, and nut and washer detail parts. Because the beam measures a scale 72'6", I mounted it onto a 60' flat car with an idler flat at each end.

I drilled holes in the blocking to accept the tie-down rods, aligning the drill bit to the hole locator marks on each block. I cut the brass rods to the appropriate length, allowing room to attach the nut and washer details to the end of each protruding rod. This was where my patience came in handy, as the detail parts were quite small and somewhat fragile. I wasn't satisfied with the look of the shiny brass rods, so I used a fine-tip brush to paint them primer red.

Right:

AMB kit #206 (Structural Flat Car Load) is a real eye catcher as it sits temporarily on a siding at Fargo Feeds on Bob's layout. This impressive load measures a scale 56'2" long, 7'3" wide, and 8'2" tall.



Having completed the large beam load, I simply had to follow the same assembly process to complete the structural component load. It, too, incorporated the "peel and stick" technique, so I was able to incorporate my "lessons learned" from building the large beam. Once again, everything fit together perfectly, and patience was the key to a successful project.

**TRAIN SHOW SPRING 2017**

*By Bob Dawson*

Our Spring Train Show and Sale was another great success. This couldn't have been done without the help of Division 8 members who came to help with the set up on Friday, during the show on Saturday, and helped take the tables down and reset the room on Saturday afternoon. I want to thank all of you have helped me over the years, and hope you will give the same support to Ron Ellison who is taking over. Below are some photos from the show.





**SOUTHERN RAILWAY DEPOT, CLARK STATION, KENTUCKY**

MP 296

MP 28.3 (from Central Station 1940)

Left: Clark Station depot as it appeared in 1890 on the Louisville Southern.

Southern Railway Western Lines Time Table #59 from 1940 lists a 68 car capacity passing siding at this location.

*Photo from Charlie Buccola.*

Right:

The depot as it was found in 2010, A search of Google maps shows the building still standing as of 2015.

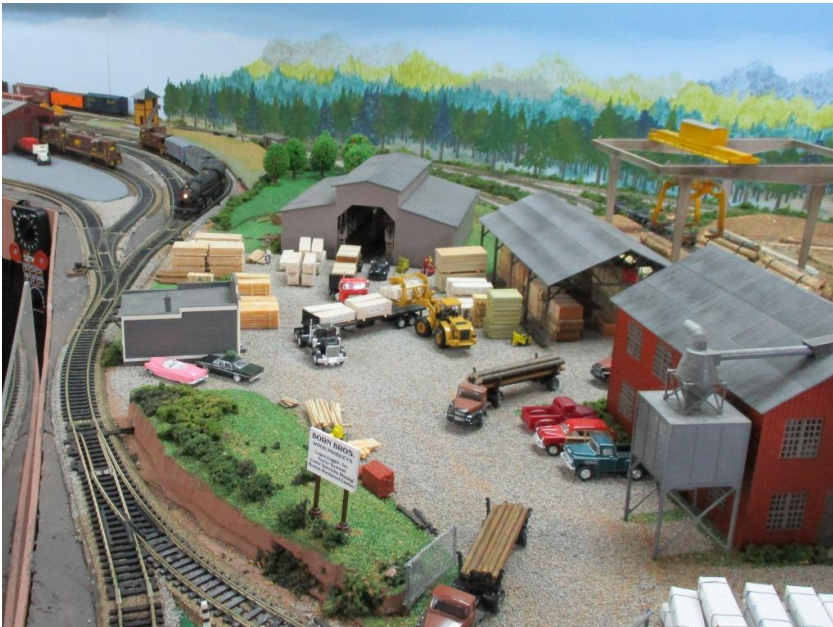


Left: NS train passing the station. As can be seen, no evidence of the former passing track remains today.

*Photos by Bob Dawson*

### PIKE SHOWCASE

Some of the layouts that will be open for the Convention self-guided layout tours and operating Sessions



Above:

Bob Widman's HO Scale Layout. Bob's layout is on three levels connected with a double tracked helix. A coal mine shares the top the level of the helix. Most of the mainline is double track. The main part of Bob's railroad is 16 ft. by 30 ft., with an 11 track open staging yard at one end of the layout. There are 84 turnouts on the layout; 36 are powered. Bob lives in Pendleton, KY.

Left and Below:

Steve Taylor's HO Buffalo T Lines.

The Buffalo T Lines is a freelanced short line freight hauler set in 1975. It is 16 feet by 24 feet wrapped around four walls double looped with a middle peninsula with two levels. Steve lives in Madison, IN.



WHEN THE LIBERTY BELL CAME TO LOUISVILLE

By Bob Dawson



The First World War is sometime referred to as the nation’s largest forgotten war. On the 100<sup>th</sup> Anniversary Year of the U.S. entry into the “Great War” maybe it’s time to reflect on how it affected our city.

As Europe was embroiled in war, it was proposed in early 1915 to send the Liberty Bell from Philadelphia to San Francisco. The plan was to fully connect the West with the “original” United States. The plan immediately faced opposition, primarily from possible damage to the bell as it travelled across the country. Support for the project was lukewarm at best. This all changed

with the sinking of the British liner *Lusitania* by a German submarine on May 7, 1915, creating the first American casualties of the war.

The scope of the proposed trip was changed from a simple trip to a patriotic whistle stop coast to coast tour. The Pennsylvania Railroad was given a short time to build a special cushioned car to transport the fragile bell. The train would be made up of the special flat car, Pullman sleeper, a dining car and a sitting car. Photo above from *Smithsonian Magazine* shows the special car at the beginning of its journey at Philadelphia.

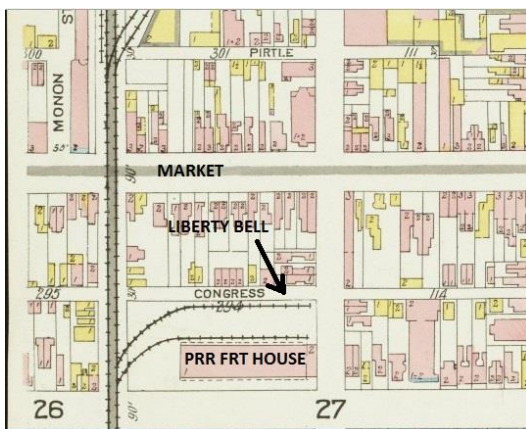
Right: Photo from *Courier Journal*



Louisville was scheduled to be a stop on the return trip to the East. The special train arrived from Indianapolis in the wee hours of the morning at 5:45 AM, November 22, 1915. Already several hundred people had gathered.

The special car carrying the bell was switched onto a track along Congress Alley just north of the Panhandle (PRR)’s inbound freight house at 13<sup>th</sup> and Jefferson. Electric lights had been strung, and special viewing platforms were built on either side of the track.

At 7:30 AM 20,000 Louisville Public and Parochial School children along with 1000 children from Jeffersonville and New Albany passed along the viewing platforms. The children were allowed to touch the bell. Adults were given small flags to place on the car around the bell.



The bell remained on display until 9:45 AM and the train was reassembled to be handed over to the L & N at 10<sup>th</sup> and Broadway. It was estimated that 40,000 people viewed the bell for the four hours it was on display. The L & N then took it on a slow journey up the shortline to the city limits. After a brief stop in Anchorage, the Liberty Bell continued its journey to Cincinnati.

Left: Section of 1905 Sanborn Insurance Map. Remember, the PRR track in 14<sup>th</sup> Street was not elevated until 1940.

A detailed account of the Liberty Bell tour is in the April 2017 issue of *Smithsonian Magazine*.

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**Mid-Central NMRA  
 Region Convention**

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

**The PIE CARD**  
 Division 8, MCR, NMRA  
 7305 Ticonderoga Dr.  
 Louisville, KY 40214



# Cancer Awareness

**Craft, Car and Train Show**

**June 3, 2017**

**11am-5pm**

**Hillview Community Center**

**298 Prairie Drive**

**Hillview, KY 40229**

**100%** of **ALL DONATIONS** benefits  
**James Graham Brown**  
**Cancer Center**

**Vendors**

**50/50**

**Car show**

**Door Prizes**

**Model car show**

**Food**

**Raffles**

**Spaces: \$20**

**Car Show: \$15**

**Model Cars: \$5 - 1st entry**

**\$1 - additional entries**



**Contact Richard Luce Jr.**

**502-802-8308 call or text**

**cancerawareness15@yahoo.com**



**Find the Cure.**