



The Pie Card



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

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From the Superintendent's Desk

By Fred Soward

Thank you. It takes a lot of people, working toward a common goal, to accomplish the amazing things we've accomplished this year as a Division. Without everyone pulling together, it just would not be possible.

Thank you. Our Train Show and Sale keeps getting better. Vendors and attendees told us the latest one was one of the smoothest running. That was due in no small part to the organization of the show. From planning to setup to show execution to show cleanup to balancing the books, there were at least 30 people directly involved in making the show happen. Most of the help comes from Division 8 members, but there were also several spouses on the day of the show who pitched in as well.

Thank you. A couple months ago we completed the first-ever Louisville Train Day. That was a mini Train Show and Sale and involved many of the same people as well as a few new people. We learned a lot from that day and found new (and potential) model railroaders in our community.

Thank you. Way back last summer we made the trip to the Grosser's for our annual picnic. Although the project work didn't involve as many people, there was still a lot of time spent by several people coordinating and arranging the event for the Division.

Thank you. For some projects, most of us just see the culmination of work that goes on for many months behind the scenes. Consider the Silver Spike award, the annual Christmas Party, the annual Picnic, and elections.

Thank you. Every month, the Pie Card is published, the website is updated, the Facebook page is updated; the financial books are balanced; meeting contests are conducted; new members are contacted and welcomed; marketing is created and pushed to local, regional, and national media; programs and refreshments are arranged and made available at the meetings; the calendar of events (timetable) is published and made available online; items for the Achievement Program are judged; Achievement Program awards and certificates are presented; and more than I could possibly list in a single column – every single month of the year. Making all that happen so efficiently and appearing to be nearly effortless requires a lot of time to work the tasks behind the scenes by a large number of Division 8 members.

Thank you. No matter your involvement, thank you for being a part of the Division and for putting forth your efforts to promote the hobby. Be sure to thank yourself and to thank all who do so much for the Division.

NOVEMBER MEETING REPORT

By Bob Dawson, Clerk

The November meeting was held Thursday November 15, 2018 in Jeffersonville, IN. The meeting was called to order at 7:30 PM, and was hosted by the Southern Indiana Model Railroad Club. Member Duke Green welcomed us to their layout. Don Fowler provided the refreshments.

Plans were finalized for the Train Show and Sale setup on Friday afternoon at 3 PM at the Moose Lodge. Train Show Chairman Ron Ellison repeated that there will be a table at the show for member sales. Mark Hedge reported that tables are sold out.

Ron Ellison said the Division Christmas Party is Saturday December 1 at J. Harrod's restaurant. Mike Berry is taking reservations.

Fred Soward reported on the Division Picnic. The date is July 20, French Lick Scenic Railway.

(Continued on Page 2 see **MEETING**.)

TIME TABLE

Jan 19, Sat 2 PM, Div. 8 Mtg. 600 Room.

Feb 16, Sat 2 PM, Div. 8 Mtg., South Louisville Antique & Toy Mall.

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

Mar 23, Sat 10AM-3PM, Division 8 Train Show and Sale, Moose Lodge.

CHARLIE KEELING MODEL CONTEST

Barry Christensen and Bob Kuchler Contest Co-Chairmen

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

All the modelers who entered displays or dioramas ended up placing in the November 2018 Charlie Keeling Model Contest. The Wyoming bentonite clay plant built by John Stoltz in HO scale was the runaway favorite for first place. There was a tie for second place between Joe Fields for the HO model scene of his home-place in Whitesburg, KY, and Joe Martin for the tornado module in N scale (which won acclaim at the November Train Fest in Milwaukee). Third place was shared by Rick Maloney for his scratch-built HO silos and conveyers and by Bill Lynch for his HO work-in-progress scale house and track.

Current contest standings are: Bill Lynch first with 9 points; Rick Maloney and John Stoltz tied for second with 6; Joe Fields third with 5; Steve Lasher and Ron Ellison with 4 points; Bob Johnson, Joe Martin and Mike Shane with 3; Patrick Hardesty with 2; and Russell Weis with 1.

There will be no contest in December due to the holiday banquet. The contest at the January meeting will be for freight cars. There will be blank contest entry forms for anyone who needs one at the 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.

The 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.

Ruth Lynch won the gift card drawing.

**NO MEETING IN DEMBER—CHRISTMAS PARTY**

JANUARY MEETING will be Saturday, January 19, 2019 at the 600 Room. Meeting details will be in the January Pie Card.

(MEETING Continued from Page 1.)

Ron Ellison said the K & I Model Railroad Club's travelling layout will be set up again this year at the Southwest Regional Library in Valley, Station, KY. The layout will be open during regular library hours from December 22 to January 7.

John Stoltz won the Charlie Keeling Model Contest and Ruth Lynch won the gift card drawing.

Following the meeting the members met with the Southern Indiana members and checked out the changes made to their layout since our last visit.

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

MAINTENANCE TIES FUND 2018

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: \$100, Rob Cooper and Shanna Berry; \$59 Ron Ellison; \$70, Ed Brennan; \$50, Steve Taylor (in memory of John Bowman), Greg Gephart; \$44 Jim Kuzirian; \$40, John Ottman, John Czerwinski; \$20 Mark Hedge.

CONGRATULATIONS

Jack Diehl received the Silver Spike Award for 2018. He was presented with the award at the Division 8 Christmas Party. Party photos in the January Pie Card

CONDOLENCES

To Craig Hatter whose son Patrick passed away from a brain tumor. As per Patrick's wishes there was no visitation or funeral.

CHARLIE KEELING MODEL CONTEST

Right:
John Stoltz's winning entry in the November Contest.
The

HO model of a bentonite clay plant built by John Stoltz.
in HO scale.

The proto type was located on the CB&Q Railroad clay
spur in Wyoming.

John built his HO Scale model from an article in the July
2015 issue of Model Railroader magazine. NESL, Tichy,
and Grandt Line products were used.

Photo by Bob Dawson



Left:

Bill Lynch (left) and Bob Dawson judging two models by Joe
Fields for the Achievement Program.

Photo by Fred Soward



Above left: Division 8 member Joe Martin honored with the popular vote best new module award at the Milwaukee Trainfest in November. The award was presented to Joe by Hiroshi Kato, President of Kato Trains. Joe said the module was an improved and updated animated Tornado module and was a big hit with the kids. *Photo by Bruce DeMayer*



Above right: Joe's tornado module tied for second place at our November Charlie Keeling Model Contest. *Photo by Bob Dawson*

PHOTOS FROM THE FALL TRAIN SHOW AND SALE



THANK YOU

I just wanted to say thanks to all the Division 8 members who helped with and attended our Fall Train Show & Sale. 2018 is our 28th year of the Train Show. The Train Show's continued success is carried on the backs of those that stepped up to help put on the Show.

A very special Thank You to *The Women of Model Railroading in Louisville* - Karen Fowler, Ruth Lynch, Theresa Berry and Barbara Soward who helped put a smile of the face of our Show. A special shout out to Barbara Soward for managing our Dealers at the front door. Without Barb we would have chaos from the get go! And to Don Fowler for keeping our parking organized. Just try parking where you shouldn't and see what happens. And last but not least to Mark Hedge whose tireless work behind the scenes got our dealers to the show today.

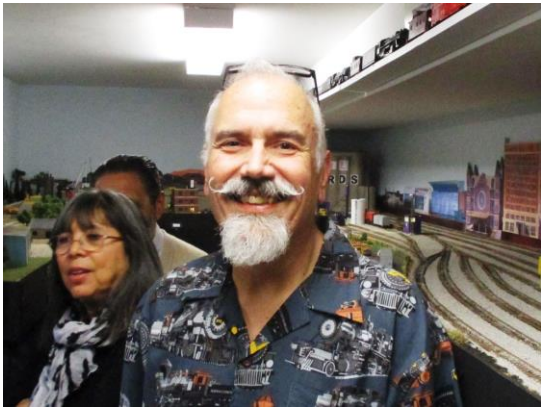
Hard to believe but we're already working on the Spring 2019 Show Saturday March 23, 2019 - Just 125 days away !

Thanks everyone.

Ron Ellison, Trains Show and Sale Chairman



Photos by Bob Dawson



LAYOUT OPEN HOUSE

Division 8 member Daryl Arend hosted an open house for his Beechwood and Butchertown HO Railroad last month.

Left: Host Daryl Arend

Right and below: three scenes on the B & B.

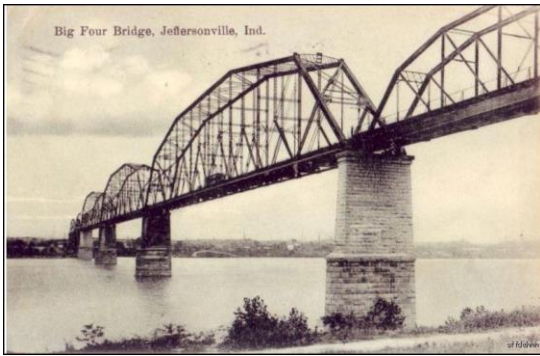


TRACK SIDE WITH BILL LYNCH AND FAMILY--BLACK FRIDAY RAILFAN TRIP

Bill and Ruth Lynch's Black Friday 2018 7th Annual Railfanning Trip with Grandson and Great Grandson's 3rd annual. Photo above left at Milltown, IN. *Photos by Ruth Lynch.*

DID YOU KNOW—LOUISVILLE & JEFFERSONVILLE BRIDGE & RAILROAD COMPANY AND A DIVISION 8 CONNECTION

By Rick Tipton



As a Pennsy and L&N fan living in Louisville, I used to get a lot of emails from railfans who crossed the Ohio River here on I-65 and saw the six-span railroad bridge upstream. They often confused it with the Pennsy bridge (downstream at the Falls of the Ohio and farther away). Their messages usually asked why the approaches were missing.

Of course, that upstream bridge, crossing to Kentucky from Jeffersonville, is the “Big Four Bridge”, named after the nickname of New York Central affiliate Cleveland Chicago Cincinnati & St. Louis Railway (CCC&StL). The Big Four was a relative newcomer in the Louisville area; what came to be known as the NYC Michigan Branch left the Toledo-Elkhart main at Goshen Indiana and heading south

through Indiana visiting Warsaw, Wabash, Marion, Anderson, and Greensburg on its way to North Vernon.

But how did it arrive in Louisville? The key here is a Massachusetts lawyer-turned-railroad-president named Melville E. Ingalls. An ally of Collis P. Huntington (of Central Pacific/Southern Pacific fame), by 1890 Ingalls had assembled predecessor companies in Ohio Indiana and Illinois into the CCC&StL “Big Four”. But Ingalls was also president of Huntington’s Chesapeake & Ohio at the time, which was trying to build through Louisville to fulfill Huntington’s dream of a transcontinental railroad system.

The extension of the Big Four into Louisville came in two parts. First, Ingalls threatened building a Big Four line paralleling the B&O Jeffersonville branch from North Vernon; this convinced the B&O to negotiate a trackage rights agreement. This got the Big Four got close to Louisville, but still on the wrong side of the Ohio. Meantime the C&O had trackage rights on the L&N from Lexington to East Louisville Yard – C&O actually provided part of the funds that created a main line through Shelbyville. But C&O needed a terminal in Louisville AND a path through or around downtown Louisville.



Peoria & Eastern SW7 at Preston Street Yard. Ken “Mac” McCutcheon at the

The second link was to create a terminal company, the “Louisville & Jeffersonville Bridge and Railroad Company”, at first jointly owned by the Big Four and C&O, later wholly owned by NYC. The L&JB built 1) freight yards in Jeffersonville paralleling the B&O line; 2) the Big Four bridge over the Ohio; and 3) downtown Louisville terminal facilities to serve both NYC and C&O. Thus, the Big Four and C&O shared a roundhouse on the west side of Preston Street. And east of Preston Street they had a freight house (paralleling Main Street) and for a few blocks a freight yard. This joint yard (“Preston Street”) was astonishingly short (some tracks were only 600 feet long), and its east end was guarded by Hancock Street tower on the approach to the Big Four Bridge.

The Big Four Bridge was completed in 1895; its construction over seven years and heavy loss of life are a story in itself. Then in 1929 its superstructure was rebuilt for heavier loading. Along the way, it carried and then lost electric interurban traffic from Indiana into Louisville. By about 1966, probably anticipating the Penn Central merger, NYC stopped running trains on its B&O trackage rights in favor of using PRR’s main line from Clarksville to Indianapolis (and then to Avon Yard). The Big Four Bridge was reportedly last used in 1968, the approaches were torn out in 1969, and in subsequent years it’s been a civic decoration and finally a walking path across the river.

The Louisville & Jeffersonville Bridge and Railroad Company had a longer life than the bridge and those yards over in Jeffersonville Indiana. Although the C&O had long ago sold its interest to NYC, the L&JB continued to terminate C&O’s freight and passenger trains into Louisville. It painted its buildings in New York Central green/green and it switched with USRA-0-8-0’s, NYC-class U3a, carrying numbers including 11, 12, and 13. It dieselized with NYC-spec SW-7’s #16 and #17 carrying large L&JB&RR Co letters, later renumbered into NYC. With the Penn Central merger in 1968, L&JB was



assigned switchers with Peoria & Eastern markings. For years the engineer at Preston Street was NMRA member Ken “Mac” McCutcheon. Both Ken and son Allen were members of Division 8 at one time.

Left: Mac McCutcheon. Photo by Alan McCutcheon

The Preston Street operation soldiered on until the 1980 CSX merger killed off C&O’s Ashland-Louisville runs. The roundhouse and yards were torn out, with the turntable going to Kentucky Railway Museum at New Haven KY. But Louisville retains a strong memory of the little road, as the “Big Four freight house” was converted into the concourse of Louisville Slugger Field baseball stadium. The Louisville Bats now play baseball on the old freight yards.



CENTRAL INDIANA RAILROAD OPERATIONS (CIRROPS) 2018

Division members Rob Cooper, Ron Ellison, Fred Soward, and Russ Weis attended a series of Operating sessions in the Central Indiana Division (Mid-West Region) in Indianapolis last month. From top left, counter clockwise: Fred Soward (engineer) and Russ Weis (conductor) switching a local in the town of Streator on Tom Cain's "Eastern Illinois Santa Fe" layout

Rob Cooper receiving guidance from the yard master as he brings his train into Gotham Yard on Dan Hinel's "RailXpress



Russ Weis (engineer) and Ron Ellison (conductor) working the industries in Dundee with a local on Dan Hinel's "RailXpress" Layout. Photos by Rob Cooper and Fred Soward.

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THE PIE CARD

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