



The Pie Card



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

Volume 52

September 2018

Number 9

From the Superintendent's Desk

By Fred Soward



We're not in Kansas (City) any more, Toto! Barbara and I enjoyed our time at the NMRA National Convention last month. We stayed at the convention hotel for the week, using the city's free trolley to the

National Train Show both Friday and Saturday. Our stop was a 5-minute walk through covered walkways. We joined fellow model railroaders for dinner most nights at nearby restaurants by taking that same walk plus a further 5-minute walk through Union Station and across a pedestrian bridge that crossed BNSF/UP/Amtrak rails.

Besides railfanning, reacquainting ourselves with friends, and consuming some of that famous Kansas City BBQ, what did we do all week? Clinics, ops sessions, layout visits, a free 30-minute layout design consultation that lasted 2 1/2 hours, and shopped & viewed layouts during two days of the National Train Show! I've consolidated all my clinic notes into a six-page document – more about that at our September meeting.

We always take advantage of the Layout Design SIG Wednesday layout tours. It's a good way to see a lot of layouts without being hustled around on someone else's schedule in a full bus. We're on our own schedule, based on layout open hours, of course. We visited nine layouts in Missouri and Kansas. At one, we had to park in Kansas and walk all the way to Missouri to get to the layout (across the street).

I was fortunate to operate on three radically different layouts. The first one was a 7.5" gauge layout. As the yard switchman, working with an engineer who got to ride while I walked, I was totally whooped after four hours of 90 degree weather and a 300-foot run-around. On the second layout, I directed the activities in the Denver Union Station passenger yard on the D&RGW "Moffat Line." It's operating at the level where Russ Weis wants to get his Buffalo passenger terminal, so I was really interested to see how they make it happen. Stopping on the way home just west of St Louis, the last layout was a Wisconsin-based layout where I worked the middle yard. Did we learn stufh? Absolutely! We always learn something from every clinic and every layout we visit. Sometimes we learn what NOT to do, but we do always learn something. Did we have phun? Absolutely! And we'd do it all again. You're missing a lot if you've not been to a national convention. In two years, the convention will be in St Louis – just four hours down the road. Start planning now so that you'll be able to share some great adventures, too!

TIME TABLE

Sep 15, Sat 2 PM, Div. 8 Mtg. 600 Room.

Sep 22, Sat 10 AM-3PM, STM* gym, Div 8 Louisville Train Day.

Oct 20, Sat 2 PM, Div. 8 Mtg. 600 Room.

Nov 15, Thur, 7:30 PM, Div 8 Mtg. Southern Ind. Club, Jeffersonville.

Nov 17, Sat, 10AM to 3 PM, Div 8 Trains show and sale.

Dec 1, Sat, 5 PM, Christmas Party, J. Harrods on River Road.

*STM=Saint Thomas More Parish, 6015 S. Third, Louisville, 40214



PICTURE FROM DIVISION 8 PICNIC

Left: Renee Grosser is showing Steve Summers a depot interior on the Grosser's O-Scale layout in Eubank, KY.

More pictures from the picnic are on page 3 of this issue.

Photo by Fred Soward

CHARLIE KEELING MODEL CONTEST

Barry Christensen and Bob Kuchler Contest Co-Chairmen

September	Photos
October	Steam Locomotives
November	Displays/Dioramas
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

After starting off the new contest year in July, we took a one-month break from the Charlie Keeling Model Contest in August due to having our Division picnic rather than our normal monthly meeting.

We will resume at the September meeting with the always-popular photo contest. Entries may be of prototype or model subjects in color or black and white.

The current standings for this contest year: Rick Maloney in first with 4 points. Bill Lynch and Bob Johnson are tied for second with 3 points.

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.

**SEPTEMBER MEETING INFORMATION.**

The September meeting is 2 PM Saturday September 15, at the 600 Room, first floor of the 600 Building, 600 N. Hurstbourne Pkwy. 40222. Use the Whittington Pkwy. entrance. Program: "Building Serious Mountain Scenery" by Bruce DeMaeyer. Mark Hedge is providing refreshments.

KEEP THE DATE-DIVISION 8 CHRISTMAS PARTY

Saturday December 1, 2018
J. Harrod's Restaurant
7507 River Rd.
Prospect, KY 40059
Gather at 5 PM, Dinner at 6 PM.
Cost and Menu will be in the October Pie Card.

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; \$40, John Ottman, John Czerwinski; \$33 Jim Kuzirian.

RAY ROHMANN PASSES AWAY

Longtime member and former Superintendent Ray Rohmann, age 81, passed away August 21, 2018. Ray was awarded the Silver Spike Award in recognition of his service to Division 8. He was a founding member of the K&I Model Railroad Club, Ray is survived by his wife Toni, his son, Brian, and daughter Beverly, and grandsons Gabe and Luke Rohmann.

Left: Paducah & Louisville switching a Louisville Edible Oils on Wathen Lane off Seventh Street Rd. Photo taken November 8, 2008 by Bob Dawson



This year's picnic was a trip to Ray and Renee Grosser's outdoor and in-door layouts in Eubank, KY. in conjunction with Division 10 on Saturday August 4.

Left: We boarded our chartered bus at St. Matthews Episcopal Church and left at 9:30 AM.

Left below: Lunch, was at the Kentucky Depot Restaurant, in Stanford, KY. Division 10 joined us there. After lunch we re-boarded our bus, and on to Eubank.

Below right: Riding the 7 ½" gauge outdoor trains.

Photos by Fred Soward

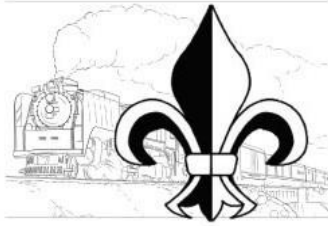


Left: Division 8 members Bob Kuchler and Russ Weis check out the O-Scale indoor layout.

Bus trip, lunch at the Kentucky Depot restaurant, watching O Scale trains, and riding 7.5" gauge trains - what a great day! Many thanks to Ray & Renee Grosser for hosting our day out at



LOUISVILLE TRAIN DAY



SATURDAY, SEPTEMBER 22, 2018 10:00 AM to 3:00 PM
SAINT THOMAS MORE PARISH LIFE CENTER
6105 South THIRD STREET, LOUISVILLE, KY 40214

- 6,000 Sq Ft of Operating Layouts in O, HO and N scale
- Learn all about the Model Railroad Hobby
- Food & Beverages available for purchase on site
- FUN for the Entire Family
- FREE Parking

ADMISSION IS FREE

Sponsored by Division 8 - Mid Central Region - NMRA
 NATIONAL MODEL RAILROAD ASSOCIATION

FOR MORE INFORMATION VISIT

Website: <http://div8-mcr-nmra.org>
 Facebook: NMRA-Division 8-Louisville, KY

Unless Photo Not shown. Images by Drew Anichin, Creative Commons Attribution-Share Alike 4.0 License. <https://www.flickr.com/photos/drewanichin/>

YOUR HELP IS NEEDED FOR LOUISVILLE TRAIN DAY

Mark your calendar for September 22. That is the day Division 8 is hosting Louisville Train Day, an expo of layouts open for free to the public.

First, what is Louisville Train Day? Louisville Train Day is a way for Division 8 in partnership with local model train clubs and layouts to promote our hobby with the public. Show time will be 10 AM to 3 PM, Saint Thomas More Parish Life Center (gym), 6105 South Third Street 40214. Help is needed for set up on Friday, during the show on Saturday and Cleanup on Saturday After the show.

- Friday September 21: The gym will open at 3 PM for layout set up. Help is needed to set up tables.
- Saturday September 22: 10 AM to 3 PM. Help is needed during the show to welcome guests at the door as well as needed around the floor.
- Saturday September 22: 3 PM. Help with taking down and putting tables away, and cleanup.

If you are able to help at any of these times, call Tom Guenther 502-363-3113, email: tom@aye.net.



UNION STATION RAILWAY EXPRESS AGENCY (REA) BUILDING *By Bob Dawson*

Ron Flanary took this photo of the Railway Express Building at the Union Station in the 1960's. The Railway Express Agency played a major role in expediting express shipments on U.S. railroads. By the time this photo was taken REA was in decline. In 1969, after several years of losses, REA was sold to five of its corporate officers. By then its entire business constituted less than ten percent of all intercity parcel traffic, while only ten percent of its business moved by rail. REA finally gave up in November of 1975.

Today all of the tracks and rail facilities have been removed, but the REA Building, minus its head building at the north end, remains.

The photo at left was taken by Bob Dawson in July 2018.

The area is now the Station Park Industrial Park. The old REA building is used as a storage building by Station Park Honda, Power Sports, and RV Center.





T-TRACK AT THE NATIONAL TRAIN SHOW

Photos by Fred Soward

The National Train Show is held each year with the NMRA National Convention, this year in Kansas City. Left, our “go to man” for T-Track Joe Martin was there and participated in the T-Track layout. Joe reported that there were 22 groups from Alabama, Massachusetts, North Carolina, Kansas, Oklahoma, Missouri, Illinois, Kentucky, Iowa, Minnesota, New Hampshire, Wisconsin, Texas, Nebraska, Georgia, Ontario Canada, and one individual from Denmark with modules.

The overall dimensions were 70 feet by 50 feet. There 50 participants and about 340 modules of varying sizes in the layout. The layout design incorporated an outside loop. One lap equaled 25 scale miles. The actual mileage and count is under review, but it was close to the 25 scale miles.

This beat the last record set at the Great Train Show in San Antonio, Texas, in 2016, which had close to 16.5 scale miles on the outside main.

The first world record T-Trak layout was here in Louisville at the N Scale Convention of 2008 with 10.5 scale miles.



Left: Jerry Leone, NMRA VP-Projects, interviews Barbara Soward for an NMRA promotional video.

HOW TO START A MODEL RAILROAD-PART 2*By Eric Waggoner, Photos by Eric Waggoner*

Above: L&N K-2A at Kentucky Railway Museum,
New Haven KY

returned to a fully operational status first. There is also a nice collection of passenger cars in L&N blue that are used on the museum rails for regular excursion service on the old L&N Lebanon Branch Line. Unfortunately for the modeler, the L&N was not the railroad (in terms of size anyway) that others were such as the Pennsylvania, New York Central, Union Pacific or the Santa Fe. The L&N ran to cities such as Chicago, Louisville, Cincinnati, Nashville, Mobile and New Orleans but never enjoyed the popularity of the model railroad companies that the other railroads do. Fortunately, today some of the model suppliers are offering some nice ready-to-run L&N passenger equipment; you may not necessarily have to plan to do any kit-bashing. The Bachman's Spectrum line does offer very nice NC&StL heavyweight cars which I procured for my version of the railway museum. Branchline, Rapido and Walther's offer some very nice passenger cars in the L&N paint scheme as well. The latest L&N passenger cars available from these suppliers are ready-to-run (RTR), offer some super detail and are close to L&N prototypes.

Of course, today with railroad operations as they are, you can see just about anything on the nearby track. As I live near the largest Ford truck plant in the world and another Ford assembly plant in town, we see mostly autoracks and automotive parts cars. Other large industrial users of the railroad are a General Electric appliance plant and the power industry. The appliance plant needs box cars and the power plant needs lots of coal hoppers coming and going. There are several industrial parks that need tank cars and box cars. The nearby river port and maritime center loads and unloads many river barges and covered hoppers full of coal, grains and other bulk materials each day. It is located near or on a closed Army ammunition plant with miles of railroad to store the covered hoppers. The possibilities for modeling are endless but autoracks and covered hoppers abound in the area. As both CSX and Norfolk Southern have yards in the Louisville area, it would be interesting to a daily account of what goes through them.

Coal was a big economic engine for the L&N as well as other regional Class 1 railroads including Norfolk Western, Chesapeake & Ohio and the Pennsylvania. Coal tipples are very important in Eastern Kentucky and the Appalachian mountain region of our country and I thought I wanted one of these on the layout. My first attempt at designing a layout was with paper and pencil on a draftsman drawing board. As I started to draw a simple tipple based upon the one in the Walther's catalog, it quickly came to my attention that this industry required a lot of space for the tracks to get to the tipple, to run them through the loaders and to store the cars. By the time you arranged several switches in place and got the track laid, it consumed a lot of available space for the layout. It was time consuming every time you wanted to try a new concept with pencil and paper. I started several concepts over and over; draw and erase, draw and erase and had a lot of issues trying to fit the tipple in a corner of the layout. Still, I wanted something with coal. A cab ride in a historic Alco switcher on the Big South Fork Scenic Railway in Stearns, Kentucky was icing on the cake. The mid-point of the trip was a stop at the Blue Heron Mining Camp to see how coal was actually mined in rural Kentucky near the Tennessee frontier.

The next consideration I started to ponder was available space. As you can see, I have outlined quite a few industries to be placed on the model railroad. Each of these industries occupies a certain amount of space. I have a general work space

There are other great sources of inspiration in the local area as well. The Kentucky Railway Museum (KRM) is a prominent one. This is another reason why I want to do a Railway Museum. The KRM had a lot of support from the L&N in their early days and the centerpiece of the museum (at least as far as I am concerned) is a 1905 light Pacific steam engine, #152. This engine has appeared in several documentaries on television and there is a good selection of 1920's and later vintage passenger cars to challenge a modeler. The museum regularly operates a fully restored Monon EMD BL-2 and a Santa Fe CF-7 that was originally an F-7 when EMD delivered it in 1948. The most impressive non-operational engines include a beautiful Chesapeake & Ohio 2-8-4 Kanawha and an L&N E-6 in the original blue and cream paint scheme. The museum was at one time discussing restoring the E-6 cosmetically but that has to be a low priority since the Pacific needs to be

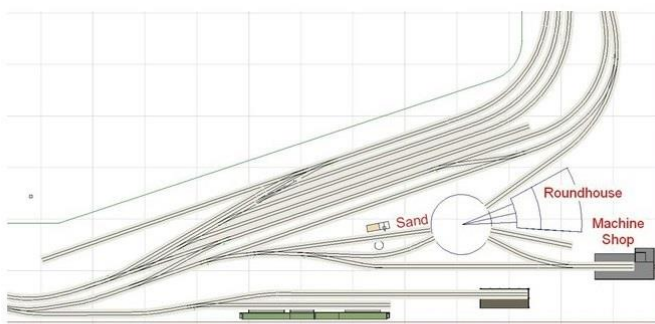
HOW TO START A MODEL RAILROAD-PART 2 (continued from page 6)

of approximately 15-ft by 9-ft and I will allow some overflow into the furnace, water heater and sump pump area. Since the coaches I wanted for the railroad museum take up so much room, a HO Scale Kentucky Railway Museum takes up an entire wall, allowing for a 27-inch transitioned curve into the museum. I also wanted to use the back, 15-ft wall for a collection of industries. There certainly is no room for a coal tippie with all of this going on.

The next important first step for me was to buy a copy of a popular model railroad design software application. I chose 3RD PlanIt and it has worked quite well. The good thing about these software applications is that they usually will not let you do anything stupid. For example, I set my minimum radius at 24-inches for an HO Scale layout. Before any track was put down, I checked this radius using one of my passenger cars and decided that this was insufficient. The final minimum radius will be 27-inches. This immediately shows you what your limitations are. I spent a month designing the basic layout and then basically started all over when I discovered I could not fit some of my key elements into the layout.

So, what do we do in the real world? Well, for the first part we usually have buildings (industries) before we have rails on the ground. What industries do you want on your layout and how big are they? This is the perfect time to go through the Walther's Catalog and look at structures. What industries do you want on your layout and how much space do they take up? Are you going to kit-bash some buildings and structures? Get an idea of what structures you want (generally) and where they are going to go. Then you have to find a way to get the railroad to the structures without having a turn radius that is less than desirable. Also, where are you going to put your turnouts for the industrial sidings? What I quickly found out is that everything is related to another. The entire layout must evolve as you decide what industries you want and where they should go and how do I get a track to it. For example, if you have a turntable and a three-stall roundhouse, common in some areas of the country for routine maintenance of road units, how much space will you really need? I had this problem myself. I saw a picture of a small turntable and the remnants of a roundhouse of a L&N yard in Hazard, Kentucky and decided to try to model this vaguely or remotely. Once you lay out all the structures, turntable and track, you have taken up a few square feet or yards of layout space. Refer to Figure 3 as my initial design on paper. This was designed using #6 turnouts but later "switched" to #5 to save some space. By the time I had a working layout, I had made seven major iterations. So, do not feel bad if you have to erase and start a certain section over.

There are other considerations as well. Are you going to operate the layout on a frequent basis? Keep in mind that you need enough room for model railroad operators to negotiate the aisles and be able to get to a derailed car or to uncouple a car as needed. How far can you reach over into the layout? As a general rule of thumb, 24-inches are plenty deep enough and still being able to reach to the back wall. If the layout is elevated off the floor more than 54-inches, this may be less.



Walther's 90-ft turntable and three stall roundhouse using 3rd PlanIt Software.



Above: Reserved Blue Heron coal tippie on the Big South Fork Scenic Railway in Stearns, Kentucky

So as you can see, a lot of elements go into initial layout planning. In my case, the first step is what scale, what railroad and time frame, what geographic region of the country and how much area you have to model. These are all basic considerations but for me were the beginning of where to start. These are quickly followed by what I really want the model railroad to do? Is this a purely point-to-point railroad that will be operated by a group of individuals for hours on end? Will it have staging? How much can I fit into a general area that I have available in my house or above my garage, or as some folks I know, in the barn? Available space is a limiting factor.

Superintendent:	Fred Soward	502-499-0770
Asst. Supt:	Eric Waggoner	502-244-6628
Clerk:	Bob Dawson	502-368-2607
Treasurer:	Mike Berry	502-245-1337

OFFICERS:

Tom Guenther	502-363-3113
Russ Weis	502-245-7991
Ron Ellison	502-807-7683

TRUSTEES**COMMITTEE DIRECTORS**

Contests	Fred Soward	502-499-0770
Achievement Program	Joe Fields	502-396-3503
Librarian	Mike Berry	502-245-1337
Membership	Cecil Stewart	502-252-7814
Member Welfare	Rick Wehr	502-500-6398
Pie Card:	Bob Dawson	502-368-2607
Show Programs	Mike Berry	502-245-1337
Train Show and Sale	Ron Ellison	502-807-7683
Meetings & Program	Russ Weis	502-245-7991
Webmaster	Tom Guenther	502-363-3113

MID CENTRAL REGION OFFICERS

President:	Bob Weinheimer	304-343-1428
Vice-president:	Michael Hohn	304-296-6303
Secretary:	Jerry Doyle	304-638-2826
Treasurer:	Bob McKay	914-591-5415

THE PIE CARD

Division Eight, MCR, NMRA
Box 99041
Louisville, KY 40269-0041

Editor & Publisher:
Bob Dawson
Asst. Editor: Rick Tipton

The Pie Card is published twelve times a year by Division 8 of the National Model Railroad Association, Mid Central Region.

Please address all correspondence to Bob Dawson, Editor, 7305 Ticonderoga Dr., Louisville, KY 40214 or email: dawsobl@aol.com.

Deadline for submission of articles is the 25th day of the previous month. The Pie Card goes to press by the first of each month.

**DIVISION 8 COMPANY STORE
IS OPEN FOR BUSINESS**

**Available:**

Division 8 Long Sleeve Denim Shirts and Polo Shirts
Division 8 Baseball Caps

For selections, prices, and order form, go to: div8-mcr-nmra.org and click on "Company Store".