
The Pie Card

Volume 53, July 2019, Number 7



Mid Central Region, National Model Railroad Association



From the Superintendent's Desk

By Fred Soward

We all do it – we make compromises and we selectively compress. How do you decide what's "good enough" for your railroad? Just how good is good enough when it comes to prototypical accuracy? Are you willing to have "stand-in"

models?

I've been following a thread in the EsPee.groups.io online discussion group about an HO scale Rapido model of Southern Pacific Diner 10202. The initial question asked if it is an accurate model. Well, it isn't. Period. The Rapido website clearly states that it's a Canadian National prototype that's been painted in several other railroad paint schemes. Nice that Jason Shron and crew let us know – unfortunately, not all manufacturers do that. Rapido's thoughts on producing these incorrectly painted and lettered cars are to lower their costs by making multiple versions with the same tooling for modelers that are OK with "close enough."

If you want to run an SP diner in the Lark paint scheme, is the Rapido version a close enough model to qualify as a stand-in? A quick photo comparison of the real SP10202 readily shows the differences. It's close, but not quite correct. If I ran that model on my layout, I'd probably get away with it. I doubt it would be closely scrutinized in a long passenger train that appears infrequently during ops sessions. Maybe not if I have some SP rivet counters visiting, but those are far and few between in L'ville! I know there are other models closer to the prototype, but they're not as detailed or good looking out of the box and some are more costly. I could upgrade them to be even better by spending more than the Rapido model on the upgrades alone. Or not. Probably not. Definitely not. I have other things I'd rather be doing with my modeling time and budget.

Some of you know that I worked with Jeff Moore, author of several books covering the McCloud River Railroad, to convince Athearn to make modifications prior to their latest release of the early McRRR SD-38 locomotives. One of the most notable changes is the addition of a flashing beacon on the long hood. But there was a trade-off. Measure the location of the long sweeping handrail in that area of the locomotive and you'll see that it's several scale inches closer to the end than it should be. Is that close enough? We decided that it is. Better that than no beacon at all.

By the way, if you ever want to visit the real SP 10202, it's outside the Bowling Green Historic RailPark, pretending to be the Louisville & Nashville "Duncan Hines" dining car. Contrary to the sign next to the car, it never ran on the L&N, was built by Pullman, not ACF, and it's also not aluminum. So, if you use the Rapido diner to model that car as it is today, did you just create a stand-in of a stand-in for your layout?

JUNE MEETING REPORT

By Bob Dawson, Division Clerk

The meeting was held Saturday June 15, 2 PM, at the 600 Room, 600 N. Hurstbourne Pkwy. Attendance was 42. Member badges were available for pick up at the meeting. Membership Chairman Cecil Stewart reported that we have 130 members with 11 renewals.

Rick Maloney announced that the Silver Spike nominations will be mailed in the next two weeks. Beginning with this meeting, some presentations will be videoed, and can be viewed on YouTube. Fred Soward said Russ Weis is still looking for presenters for the August and September meetings. Several AP Program, contest, and meeting photos are elsewhere in this issue.

(Continued on Page 2)

TIME TABLE

Jul 20, Sat, Picnic, Salem Depot.

Aug 17, Sat 2 PM, Div 8 Mtg. 600 Room.

Sep 21, Sat 2 PM, Div 8 Mtg. 600 Room.

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

Nov 14, Thur 7:30 PM, Div 8 Mtg. Southern Indiana Club

Nov 16, Sat 10 to 3, Div 8 Train Show

Dec 7, Holiday Party

CHARLIE KEELING MODEL CONTEST

Barry Christensen and Bob Kuchler Contest Co-Chairmen

July	NO CONTEST
August	MOW Equipment
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

There were six models in HO and G scales entered into the open-loads competition for the June 2019 Charlie Keeling Model Contest. Bob Frankrone won first place with his HO scale bulkhead flatcar with a load of 18 large rubber tires for earth moving equipment. Rick Maloney placed second with his G scale flatcar with a fenced longhorn and crate. John Stoltz came in third with his HO scale steam engine on an L&N flatcar.

Bob scratch built six pallets from scale lumber, used heavy duty thread for cables, and 1/16-inch ribbon for canvas strips protecting the tires from the cables. The bulkheads received wood slats and the flatcar was weathered and received "do not hump" signs. Final standings for the 2018-2019 model contest year are: John Stoltz with 23 points; Steve Lasher and Bill Lynch with 17 points; Joe Fields with 16 points; then Rick Maloney with 14; Bob Johnson and Bob Frankrone with 10; Ron Ellison and Cecil Stewart with 4; Joe Martin and Mike Shane with 3; Patrick Hardesty with 2; and John Czerwinski, Rob Johnson, Russell Weis, Chris Broughton, and Tom Guentner with 1.

The overall year-end contest certificates and awards for 2018-2019 will be presented to the first, second and third place winners at the division picnic on Saturday, July 20 at the Salem, Indiana, depot museum. Tie breakers are based on entry points.

The 2019-2020 contest year will begin at the August meeting. The contest will be for maintenance of way equipment. 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 and completing it prior to arriving at the meeting.

(Continued in column 2)

**NO MEETING IN JULY -- PICNIC**

There is no meeting in July. The Division Picnic will be Saturday July 20 at the Depot Museum, 306 South College Ave. in Salem, IN 47167. We will gather at 11:00 AM and eat at Noon. The awards for the Model Contest will be presented at the Picnic. Next meeting is August 17 in the 600 Room.

MAINTENANCE TIES FUND 2019

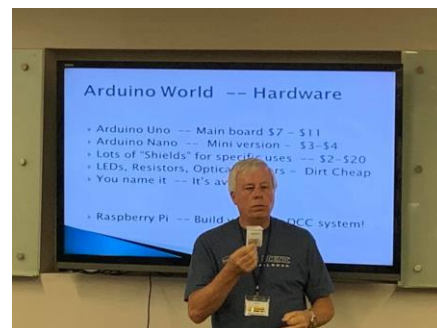
The Maintenance Ties Fund helps underwrite the Member Welfare Fund and the printing of the Pie Card for those members who don't have access to a computer. The Member Welfare Fund provides a gift certificate to a member or spouse who has been hospitalized. It is also used for an expression of sympathy upon the death of a member or a member's spouse. Donations to date: \$50, Ed Brennan; \$40, Stephen Taylor; \$20, John Czerwinski; \$22, Jim Kuzirian.

MEMBER WELFARE AND BRAEVEMENT

Hospitalized in June: Jack Diehl, John Helson, Betty Guentner, and JoAnn Brennan.

CONTEST (from column 1)

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.

MEETING REPORT (Continued from Page 1)

Mike Berry's clinic "What's an Arduino and why should you care?" can be viewed on YouTube. Go to YouTube and search "Division 8 Clinic" to see it.

The minutes from the June meeting are posted on the Division 8 Website.



JULY CONTEST

Above: Bob Frankrone's HO first place entry. Above right: Rick Maloney took second place with his G-Scale cattle load. Right: Taking third, John Stoltz's HO disassembled steam engine load.

Photos by Fred Soward



ACHIEVEMENT PROGRAM

Four members were presented awards in the Achievement Program at the July meeting. Below: AP Chairman Joe Fields presented Chris Broughton with Merit Award Structures.



Above: Joe Fields presented Fred Soward with his Certificate of Achievement for Model Railroad Author.

Left: In a turn-a-bout, Superintendent Fred Soward presented AP Chairman Joe Fields with a merit award for cars and his Certificate of Achievement for Master Builder-Cars. Photos by Barbara Soward (Continued on Page 4)



ACHIEVEMENT PROGRAM (continued from page 3)

Cecil Stewart received six merit awards for cars & structures.

Photo by Barbara Soward



JUNE LAYOUT TOUR

Photos by Fred Soward

Daryl Arend's HO Beechwood & Butchertown Railroad was open following the June meeting.

Right: Daryl points out a feature on the layout to Barbara Soward.

Ron Steilberg's layout will be open following the August meeting.





SAVE THE DATE

On Saturday September 14, 2019 the Division is planning a trip to Danville, KY to visit John Bowling’s HO layout. The photo at left is of John’s previous layout. This layout has been replaced with one that is even better.

While John’s is the featured layout, others will be included.

Details will be published in future Pie Cards.

Photo by Bob Dawson

COKE OVENS (From the 2019 MCR Convention)

By Bob Frankrone

Right: photo taken at the Cherry Valley Coke Ovens national historic site in Leetonia, Ohio, which is located in northeast Ohio about 15 miles south of Youngstown. This is one of the largest remaining sites of intact “beehive” coke ovens in North America, containing the remains of some 200 coke ovens. The site was established in 1866 by the Leetonia Iron and Coal Company, and the ovens were permanently shut down sometime during the Great Depression. The ovens are 12 feet in diameter and about 6 to 7 feet tall. They were used to “purify” coal, turning it into coke. Coke has a higher burning temperature than coal, which makes it preferable for use in iron and steel mills. Bob Frankrone took the photograph when he visited the site during the 2019 MCR convention in Boardman, Ohio.



B&O’S LOUISVILLE BRANCH

By Rick Tipton



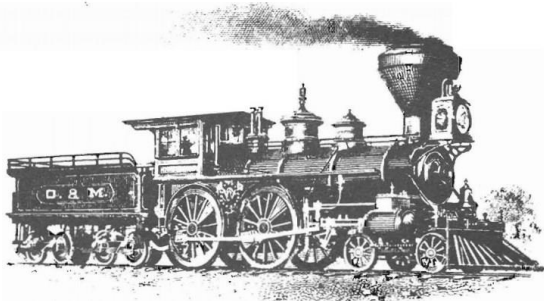
The Ohio & Mississippi was first built to 6 foot gauge and formed the west end connection to St. Louis of the ancestral Erie Railroad – New York & Erie from the Hudson River; Atlantic & Great Western across Ohio through Akron, Marion, and Dayton; Cincinnati Hamilton & Dayton from Dayton to the Ohio River at Cincinnati, and the Ohio & Mississippi from Cincinnati through North Vernon, Seymour, Mitchell, and Vincennes IN to East St. Louis. This broad-gauge route gained through passenger trains (New York to St. Louis) about the end of 1864.

Left: Poster on display at the Depot Museum in Salem, IN. *Photo Bob Dawson*

B&O’s Louisville Branch (North Vernon to Jeffersonville IN) was originally surveyed by a Fort Wayne & Southern Railroad Company – which at foreclosure was purchased by an Indiana Southern Railway Company. The roadbed was purchased in 1868 by the Ohio & Mississippi, and the Branch was opened with 6-foot-gauge to traffic on December 30, 1868.

Construction of the Branch had barely finished when the pressure to enable interchange with other Northern railroads caused the O&M to plan a “standard gauging”. The branch was narrowed on one Sunday (July 16, 1871), with the rest of the O&M (680 miles of track Cincinnati to E. St. Louis) converted on the 23rd. O&M shops at E. St. Louis IL, Vincennes

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B&O'S LOUISVILLE BRANCH (From Page 5)

and Cochran, IN (near Lawrenceburg) regauged 28 locomotives at an average cost of \$3500, and 40 new locomotives were delivered. Afterwards, 700 freight cars were to be regauged by O&M car shops, including Vincennes, Seymour, and Cochran.

Left: O&M Locomotive. *From the Ohio to the Mississippi.*

Possibly one of the factors in this regauging decision was the 1870 opening of the Panhandle (later Pennsylvania) bridge across the Ohio at 14th Street in Louisville. We know that at the time the O&M's gauge was narrowed to either 4'8.5" or to 4'9" (4'9 was

used by the Pennsy system and a number of other roads at that time); it appears that newspaper accounts of the day were careless about the half inch distinction. In any case, the "standard gauge" O&M equipment would be able to enter Louisville on the Pennsy bridge, and terminal facilities were established between 14th and 15th Streets just south of Main.

As a side note, the rest of Erie's 6-foot empire began conversion to "standard gauge" in 1876, and the 6 foot gauge was all gone by the end of 1880.

Extension of the Louisville Branch from Watson to New Albany (8 miles) was built in 1887 by a proprietary New Albany and Eastern

Right: O&M Jeffersonville Freight House. Bob Dawson collection.



company, connecting the O&M with the new Kentucky & Indiana bridge (later K&IT). Reportedly the O&M already had a financial interest in the K&I Railroad Company, and the new bridge and railroad brought O&M into its Youngtown freight yards and upriver into Central Station (7th Street) in downtown Louisville.

The Ohio & Mississippi became part of the Baltimore & Ohio Southwestern in 1893, which in turn was consolidated with the Baltimore & Ohio in 1900.

Although the B&O called its line into Louisville the "Louisville Branch", in the 20th Century the line carried 80 mph passenger trains, and interchanged headend cars and sleepers with the IC at Central Station. At least some Pullman sleeper lines continued south to New Orleans. Some of the B&O trains coming into Louisville were continuations of expresses from Detroit via Cincinnati. And in late steam, those trains were pulled by P7 Pacifics, including those with "Cincinnatian" streamlining (see *Trackside Around Louisville (West)* for Fifties color coverage of this by Louisville rail photographer Jack Fravert).

Note: You can find more details on the O&M in this online history: <http://cincyrails.com/files/FromTheOhioToTheMississippi.pdf>



Save the date: September 14, 2019

Alleghany Western Mini-Meet

One-day model railroad event at the Ambassador Center*
I-90 Exit 24 - 7794 Peach Street
Erie, Pennsylvania
(*Home of the Northern Express, 2021 MCR Regional Convention)

Model railroading information and fun:

- Clinics throughout the day on modeling, operations, and prototype railroading
- T-TRAK layout on display
- White elephant tables and raffles
- Continental breakfast and end-of-day hors d'oeuvres included with registration
- Opportunities to have models judged toward merit awards

ALLEGANY WESTERN DIVISION MINI-MEET

This event hosted by the Mid Central Region's Division 12 is an opportunity to enjoy the company of other modelers and rail fans for a one day event in Erie, PA.

Clinic chair Doug Sandmeyer is looking for clinicians. If you are interested you can contact Doug at:

Doug Sandmeyer
240 Locust St.
Lakewood, NY 14750
(716) 665-8579

More information can be found on the Division 12 Website. <http://www.div12mcr.org> and I may be reached at: dsandme@stny.rr.com or ttrak@div12mcr.org

DIVISION 8 PICNIC REMINDER

The 2019 Division 8 Picnic will be held Saturday July 20 at the Depot Museum, 306 South College Ave., Salem, IN 47167. We will meet at 11 AM and eat at Noon. \$5/person payable at the picnic. Model Contest Awards will be presented following the meal. There will be ample time to visit the museum displays and the model train layout. It's not too late to make your reservation. Call Mike Berry at 502-245-1337 or email him at: mikeberry63@gmail.com. Please make your reservation by July 7 so Mike can give our headcount to the caterer.



INDIANA LIVE STEAMERS

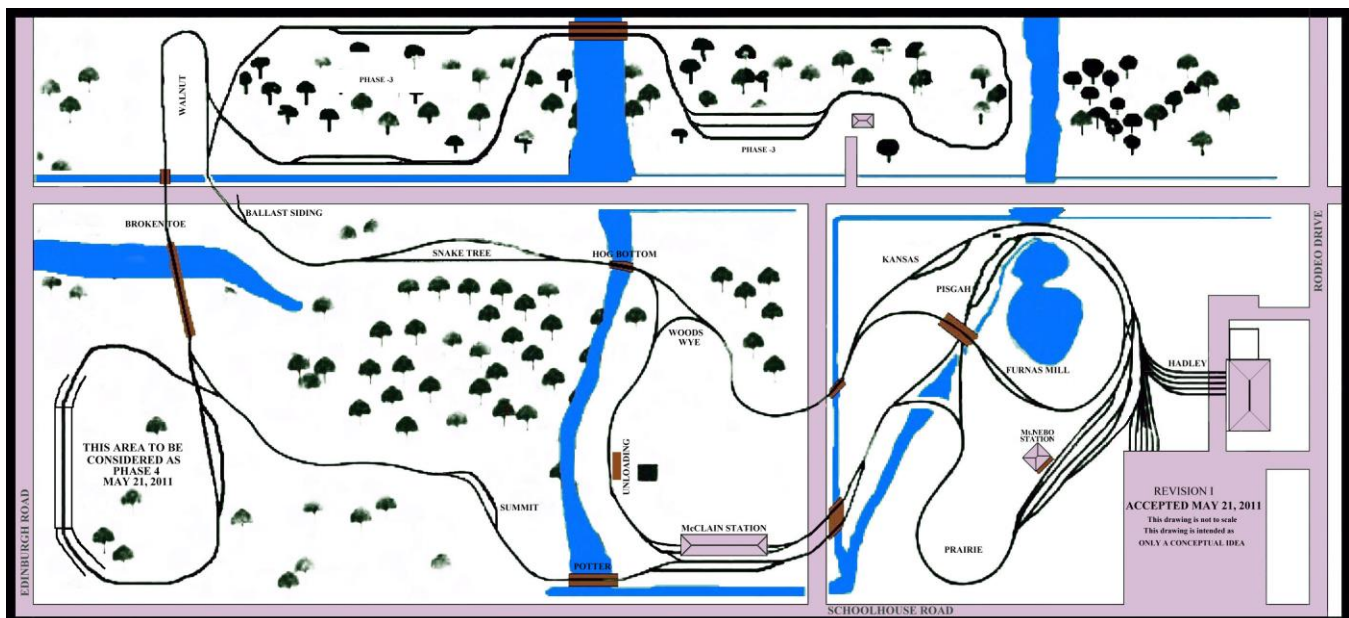
Bob Dawson and Fred Soward recently had an opportunity to visit and ride on the Indiana Live Steamer's Club 7 1/2 inch gauge railroad. The Railroad is located in Johnson County Park approximately 3 miles west of Edinburg, IN at Camp Atterbury.

The Indiana Live Steamers offer public rides on the third Saturday, Noon to 4 PM during May, June, July, and October. Tickets are \$3/person.

Photos by Fred Soward

Below is a map of the grounds. Phases 3 & 4 on the map are proposed or under construction.

For more information got to their website: <https://www.indianalivesteamers.org/>



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THE PIE CARD

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Louisville, KY 40269-0041

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Publisher EPieCard-Ron Ellison
Publisher Print Pie Card-Fred Soward

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

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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.

TRAIN SHOW & SALE

OUR 29TH YEAR



SATURDAY, NOVEMBER 16, 2019 10:00 AM to 3:00 PM
Holy Family Parish Saffin Center (**NEW LOCATION**)
3938 POPLAR LEVEL RD, LOUISVILLE, KY 40213

- Model Trains in All Scales
- Operating Layouts and Displays
- Retail Sales - Over 100 tables
- Information Stations
- Hourly Door Prizes!
- Great Food & Beverages
- FREE Parking

ADMISSION

\$6.00 Per Person – Children 12 and under free with an adult
NMRA members can enter the show at 9:00 AM
with your current membership card in hand

Dealer Tables available - \$30 per table

Sponsored by Division 8 - Mid Central Region - NMRA

FOR MORE INFORMATION VISIT

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

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