

The Pie Card

Volume 53, May 2019, Number 5



Mid Central Region, National Model Railroad Association



From the Superintendent's Desk

By Fred Soward

It's not the first time; it won't be the last time. I made a mistake. A misstep. An error. What's good about that? First – I admit it. Second – I acknowledge it. Third – I learned from it. Fourth (hopefully) – I know how to prevent it from

happening next time and I'll actually do so!

When it's a modeling "incident," I have to ask myself if it's still "good enough?" Do I need to fix it or is it something that I can live with? If it's not good enough to keep as-is, can I reuse it or repurpose it for something else? Do I need to toss it out and start over from scratch?

I really resist the toss and redo from scratch solution. If nothing else, I want to salvage some part of it. I know it can't always be done, but I try hard to at least find some place for what might otherwise be considered a disaster -- except. scenery. Because scenery is not my friend. Never has been; likely never will be.

I'm not talking about buildings, bridges, track work, or anything like that. I'm talking about backdrops, mountains, water, dirt, and the like. Just like my golf game, too – everything but the fairway. Good news – I know someone who loves that type of scenery, so I'm covered there. Mostly.

Most all of you know I'm scratch building all the turnouts for the Santa Cruz & Felton Railway layout. As much of that as I've already completed, rest assured there's a small pile of "oops" rail on the workbench. If it's long enough it immediately gets set aside to become a point rail instead of stock rail or a guard rail instead of a point rail. If it's too small for that repurposing, it might be dropped here and there along the right of way as old/replaced rail, or it might be cut and stacked into piles at a maintenance-of-way yard, or maybe even find its way into a gondola or two (or three) as open loads of scrap.

Every time I make a mistake, I follow the four steps above and I move the building of the railroad forward. Except for scenery – I just get Barbara to do that part and WE move it forward. Oh! And one other thing. Sometimes what once worked well, doesn't anymore. Take the case of using brake fluid to remove paint from a locomotive or boxcar shell. That solution worked really well on Athearn blue box models. Don't even try that with a ScaleTrains.Com locomotive. Trust me on that one, folks.

APRIL MEETING REPORT



The April meeting was held on April 20, 2019 at the 600 Room. Attendance was 32. Cecil Stewart reported that current membership is 113. Members were reminded that per NMRA's insurance regulations, if they let their membership expire, they can attend only three more meetings before they can no longer attend Division 8 functions until they renew their membership.

By a vote of the membership, the name tag shown at left was approved. These tags will be issued to members to be worn at monthly meetings.

(Continued on page 2)

TIME TABLE

May 18, Sat 2 PM, Div. 8 Mtg. 600 Room.

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

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, Holiday Party, TBA

CHARLIE KEELING MODEL CONTEST

Barry Christensen and Bob Kuchler Contest Co-Chairmen

| May | Cabooses |
|-----------|--------------------|
| June | 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 | Structures |
| April | Passenger Cars |

There were six passenger cars in a variety of scales entered into the April 2019 Charlie Keeling Model Contest. John Stoltz won first place with his LaBelle interurban box motor. Joe Fields placed second with his Rivarossi Pullman and Steve Lasher came in third with his Branchline coach.

John assembled and finished the LaBelle craftsman kit, installing an interior and adding forward and rear lights. He also added a power truck and DCC decoder. The prototype hauled freight and parcels between Indianapolis and Columbus IN.

Current contest standings are: John Stoltz pulled into first place with 17 points; there is a three-way tie for second between Joe Fields, Steve Lasher and Bill Lynch; Rick Maloney is in third with 9; then Bob Johnson with 8; Bob Frankrone with 5; 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 Guenther with 1.

Rick Tipton won the Scale Reproductions gift card. The contest at the May meeting will be for cabooses. 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. 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.

Contest pictures are on page 3.

**MAY MEETING INFORMATION**

The May meeting is 2 PM Saturday May 18 at the 600 Room, first floor of the 600 Building, 600 N. Hurstbourne Pkwy. 40222. Use the Whittington Pkwy. entrance. Program: Stan White, "Weathering Car Roofs". Ron Ellison is providing refreshments.

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: \$40, Stephen Taylor, \$20, John Czerwinski; \$11, Jim Kuzirian.

MEMBER WELFARE

Our condolences to Nick Coates and his family. Nick's brother, Nathan, passed away on April 24.

MEETING REPORT (continued from page 1)

Prices and reservation information were given for the July 20th Division Picnic. Information is on page 8.

Bob Johnson reported that the Lionel Operating Train Society (LOTS) will be holding their 2019 Convention in Louisville. A flyer with details is included with this issue of the Pie Card.

Paul Downs announced that some former KSONS members have formed a Free-MoN (N scale) group and will set up at the Division's Fall Train Show. (Minutes for the April meeting are posted on the Website.)



Fred Soward presented the program, "Created a Gauntlet Track using Fast Track Tools. Barbara Soward provided refreshments.

Photo by Barbara Soward



Left:

John Stoltz came in first with his HO scale "Indianapolis & Columbus Motor Car," built from a Labelle kit.



Right: Joe Fields was second with his highly detailed HO scale "Eastern Kentucky & Cumberland Gap" Pullman car that started life as a Rivarossi ready-to-run model.



Left: Third place went to Steve Lasher's HO scale "BCR&N" passenger car.

Right: Superintendent Fred Soward presents Achievement Program Chairman Joe Fields with Merit Awards for Cars at the April meeting. *Photo by Barbara Soward*



Left: AP Chairman Joe Fields presented Rob Cooper with Golden Spike Certificate at a recent operating session. Rob has been unable to attend a Division meeting due to his work schedule.

Photo by Fred Soward



PIKE SHOW CASE

Russ Weis sent this photo. Russ writes, "After being serviced at the roundhouse number 5419 is getting aligned for the ready track to take another limited to tis destination."

" This Westside Models 4-6-4 class J-3a Hudson was custom painted by Steve Lasher."

OPERATING SESSIONS

Right:

Tom Guentner (front) gets a rare opportunity to operate on his own layout. Tom is putting together a coal train at Loyall Yard.

In the distance, Ron Ellison is switching at Barbourville.

Photo by Fred Soward



Left:

Several Division 8 members travelled to West Virginia to operate on Bob Weinheimer's Pennsylvania Southern Railroad

Foreground, Mike Berry is working Pittsburgh Yard. In the distance, Bob Kuchler is moving his engines to Pittsburgh's engine service area.

Photo by Fred Soward.

INSIDE THE BOX

By Ed Brennan, COL, USAF (Ret)

(Photos from Eric Brubaker and Boyd Owens collections; used with permission.)

As many of you know, in another lifetime I was a B-52 pilot in the former Strategic Air Command (SAC). As such, I spent many hours in training for a mission that we hoped we'd never be called upon to accomplish. Our day-to-day strength, the result of rigorous training and a philosophy of zero defects, assured that strategic deterrence prevailed during the Cold War.

A major portion of our training involved ground preparation in the Cockpit Procedures Trainer (CPT), a 1950's version of the simulator. (We called it "the box".) It hardly compared with the sophisticated equipment now used to train Air Force, airline, and corporate pilots, but at the time it was the best the Air Force could afford and it was state-of-the-art. Flight control sensations were not at all identical to those of the aircraft, but the CPT served well as a platform in which to practice emergency procedures that we could not practice in the actual aircraft. Instrument procedures could also be practiced there. There was no visual display whatsoever. Due to shortages in the defense budget, the Strategic Air Command could only afford a limited number of CPTs, so a suitable work-around had to be developed.

The solution was quite simple really: locate CPTs in railcars and move them from base to base for a given length of time sufficient to accomplish training of the assigned pilots. At the time I was assigned to SAC that was usually about two weeks at our base.



The railcars chosen for the task were former Pullman heavyweights Alpine Clover, Andrew Squire, and John M. Forbes. Alpine Clover was originally a 14-section sleeper built in 1917; it was owned by Pullman in 1950. Andrew Squire was also a 14-section sleeper, built in 1928; it was owned by the Pennsylvania Railroad in 1950. John M. Forbes was originally an 8-1-2 sleeper, and was owned by Pullman in 1950.

Left: Railcars were modified at Hill AFB, Utah, to accept the CPT

Support cars were also used with the main CPT car. I was unable to ascertain their origin. Some speculate that they were originally US Army hospital cars, but I have been unable to confirm that. There is also speculation that they were originally Union Pacific passenger cars. Again, I could not confirm that. (Note: CPTs for the KC-135 aerial tanker aircraft were also built into railcars; the support cars for the KC-135 tanker CPT cars were former US Army Kitchen cars modified for this new role.)

In research for this article I was able to locate several photos of the construction of the "mobile simulator" cars used at the time of my initial B-52 assignment in the early 1970's. It's amazing to think that planners were able to envision such a means to accomplish their task while staying on budget. You can see from the photos that the "box" end of the car was where the CPT was housed. The remainder of the car and supporting car housed avionics equipment, a crew briefing area, and facilities for the traveling support specialists. When a problem was encountered that was beyond the capability of the traveling specialists to repair, local talent was utilized to assure the mission was not adversely impacted.

Right: Looking like an aircraft cockpit!



The cars (two) usually arrived on the Air Force base, either as part of a freight or passenger movement, on a weekend, and crew training began the following Monday. The CPT car was supported by a staff support car that housed specialists for the avionics used in the simulator. Local instructors and evaluators were utilized for aircrew training which usually lasted about three hours. Since the train cars were only at the base for a short period, maximum utilization was the name of the game. I spent a lot of time in that capacity, many times having been scheduled to finish a session late into the night.

(continued on page 6)

INSIDE THE BOX (continued from Page 5)

(I should note that most crews being trained in the simulator were on strategic alert (usually seven days away from home and family); as such, they were available 24-hours a day for training, if that were necessary.)



In 1971, Charlie Castner photographed a set of these unique cars on the “Pan American” leaving New Orleans Union Passenger Terminal. His photo was published in the 100th issue of the *Dixie Line* (L&N RR Historical Society magazine, Feb 2004, pg. 29).

Left: B-52 Bomber or KC-135 Aerial Tanker Cockpit Procedures Trainer Railcar

Charlie identified the cars as Air Force transport cars, but, in reality, they were SAC simulator cars, possibly headed to a base in Georgia (Charlie suggested a base in Alabama, but there were no SAC bases

in Alabama at the time).

At the end of the Cold War in the early 1990's, and as the B-1 bomber came on line, the Air Force significantly reduced the B-52 aircraft in its inventory. As a result, the requirement for mobile CPTs was also reduced. State-of-the-art simulators were also coming on-line, and the Air Force purchased several of these. At that time aircrews were



Right: KC-135 Aerial Refueling Tanker Support Car (Former Army Troop Kitchen Car)

sent to the simulator base instead of bringing a simulator to the aircrews. Consequently, the railcars used for CPT movement were relocated to Hill AFB, Utah, for storage and eventual sale/donation to museums/scraping.

Today, one complete set of the bomber and tanker cars survives. This set is located in the Heritage Park in Spokane, WA. Additionally, there are several individual cars that have escaped the scrapyards, one notably in the museum in Ogden, UT.

They are interesting and unusual railcars. What a great combination: railroading and flying together in one package! I hope to build a bomber set in HO in the future.



Left: B52 Bomber Support Car



Right: Preserved SAC Simulator Cars (one bomber set, one tanker set)

Heritage Park, Spokane, Washington

Photos from Eric Brubaker and Boyd Owens collections; used with permission.



TRACKSIDE WITH BILL LYNCH

On April 15, Bill was at Georgetown, IN, up the hill from New Albany.

Bill writes:

“At Georgetown there was an eastbound Steel Train with NS SD60E 7031 and NS SD70 Ace 1169 for power. The Steel Train was waiting for a signal to go down through Duncan Tunnel when a westbound autorack train came out of the Tunnel with NS ES40DC 7675 and UP AC4400CW-CTE 5582 on the Front and a 3-engine pusher set of NS power on rear. “

Right:

Bill continued, “Thinking that was about all I was going to see there and I needed supper I headed to Charlestown. I get to Sellersburg and there is a north bound CSX auto rack train going up the LIRC (Louisville & Indiana) with KCS power on front. After traffic cleared up I gave chase and caught the power at Underwood (Pigeon Roost Memorial Park). That was enough for one day so I headed home.”



SWIFT CREEK RAILROAD OPEN HOUSE

Harry Munzer will again host an open house on his picturesque G-Gauge Swift Creek Garden Railroad at 6265 Buttontown Rd., Greenville, IN 47124.

Memorial Day Run Saturday, May 25th beginning at 5 PM until dark.

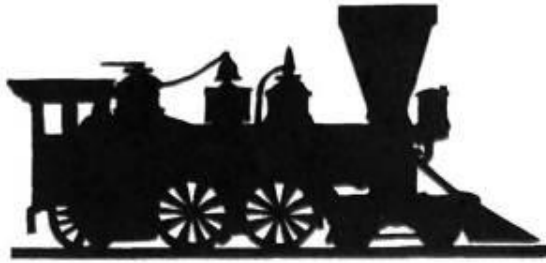
Directions:

- I-64 West to Exit 119 (Hwy 150)
- Follow Hwy 150 for 7.5 Miles
- Turn left onto Buttontown Rd.
- Travel 0.4 Miles, 6265 is on the right.

Autumn Special Run, Saturday August 31st.

Photo by Bob Dawson

MODEL TRAIN SHOW



Louisville, Kentucky
Saturday - July 13, 2019

Crown Plaza Louisville Airport
830 Philips Lane
10:00 am – 3:00 pm

Public Admission: \$5.00

Children Under 12 (accompanied by an adult), Active Military,
Firefighters and Police Officers w/ ID – Admission is FREE

FREE PARKING!

People of ALL ages will enjoy the following activities open to the public and all Convention Attendees...

* **Operating Train Layouts** – Lionel Operating Train Society's Kid-Friendly O-gauge Layout and others TBA.

* **Train Sales/Dealers** – Over 20,000 square feet of train exhibits.

* **Train Drag Races** – Bring your fastest O Gauge locomotives and compete for prizes. Entry is FREE! All ages are welcome. Races begin at 11:30 am.

* **Informational Seminars & Programs** – Featuring experts and historians from LOTS and local model train clubs.



For Dealers & Sellers:

Set up is Friday, July 12, 2019, 11 am – 7 pm or July 13, 2019, 7:30 am-9:00 am. LOTS members shop exclusively from 9:00 am – 10 am and the public is admitted from 10 am – 3:00 pm. As a LOTS member, you would receive a \$5 discount for each table purchased and the right to register for all convention tours and activities. If you would like to join, please visit our website (www.lots-trains.org) for a club membership application and convention registration form.

To order tables, send this coupon (along with credit info or payment made payable to "LOTS") to the Business Office:

Name _____ LOTS Member Number: _____
Street Address: _____ City: _____ State: _____ Zip: _____
Phone: (____) _____ E-mail Address: _____
What are you selling?: _____ Arrival Date and Time: _____
Number of tables (8' x 30"): LOTS Members: _____ @\$25 = _____ Electricity Option: _____ @\$20 = _____
Non-Members: _____ @\$30 = _____
Check No. _____ or Credit Card Number: _____ Exp Date: _____ CVV: _____
Signature: _____

Send Form to: LOTS Business Office, 6376 West Fork Road, Cincinnati, OH 45247-5704 or Fax to (866) 286-6416

For more information, call Pete Slater (574) 876-3283 or e-mail LOTS at - lotstrainshow@gmail.com

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THE PIE CARD

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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.

**DIVISION 8 PICNIC
SATURDAY
JULY 20, 2019**

**DEPOT MUSEUM
306 South College Avenue
Salem, IN 47167-1304
(812) 883-1884**

**WE WILL GATHER STARTING AT 11:00 AM
and EAT AT NOON. AWARDS FOR THE
MODEL CONTEST WILL BE PRESENTED.**

There will be plenty of time to enjoy the fellowship, good food, and tour the museum displays and operating model railroad.

\$5.00/PERSON, PAYABLE AT THE PICNIC

Menu will include Burgers, Hot Dogs, Pork BBQ, baked beans, potato salad, iced tea (sweet and un sweet) and lemonade.

RESERVATIONS: Call Mike Berry by July 7
(so we can give the headcount to the caterer).

Phone: 502-245-1337

Email: mikeberry063@gmail.com

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



Available:

Division 8 Polo Shirts, Long Sleeve Denim Shirts, and Fleece Jackets
For selections, prices, and order form, go to: div8-mcr-nmra.org and click on "Company Store".

