

The Pie Card

Volume 55, April 2021, Number 4



Mid Central Region, National Model Railroad Association



From the Superintendent's Desk

By Fred Soward

Did you miss me? I missed you! For both the March Bull Session and the clinic portion of the March General/Business Meeting, I was in an NMRA meeting on behalf of the Mid Central Region. The group I'm working with is also scheduled to meet in April and I'll miss part of the Gathering & General/Business Meeting that month as well. You can rest assured that you're really not missing anything exciting – it's mostly all about what happens (or should happen) at the Region. The end result will help create the content for a newly created Region President's Handbook. Although it may be a while before I see y'all online, it's not like I'm gone because I'm still in Division 8's groups.io email group every day and continue to work on Division 8 projects with the Board of Directors and committees.

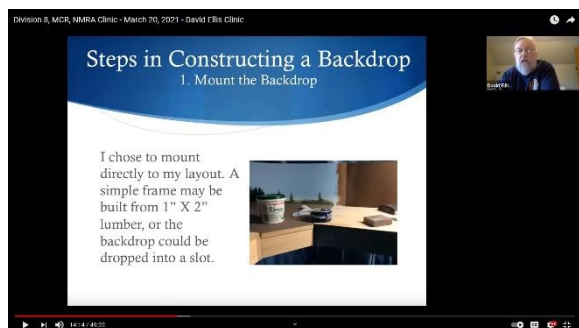
Later this month the Division 8 Board of Directors will make a go/no-go decision about whether we will have an in-person picnic at the Salem Depot Museum on July 31. We will, of course, take into account the progress of COVID-19 vaccinations in our area as well as CDC guidance. Some of the things we will consider are whether we hold the picnic as usual or cancel it entirely. Or maybe something in between such as having the event but not having a meal at the depot museum. We would love to know your thoughts about this year's picnic. The easiest way to do that? Either an email to division8.mcr.nmra@gmail.com or a phone call to (502) 653-5371.

Looking forward even further out, to a time when we can have in-person meetings, Ron Ellison and I are working out the details about how to conduct simultaneous virtual and in-person meetings. We've developed some of the processes and procedures that we believe will make it possible to do that efficiently, effectively, and inexpensively. We will be doing additional testing to make sure we have a good solution for Division 8. Key to the success will be having a solid network connection at the in-person meeting site. Without the network connectivity, we will not be able to make it happen so it's likely that some future meetings in remote locations will be in-person only.

As always, stay tuned for more info. And we look forward to YOUR input!

MARCH MEETING REPORT

By Bob Dawson, Division 8 Clerk



The March meeting was held on the Zoom Conferencing Platform on March 20, 2021. Superintendent Fred Soward called the meeting to order at 2:00 PM with 30 attending. New member Chris Wiles was recognized. The March Charlie Keeling Model Contest was "structures". Contest Chairman Barry Christensen reported that there were 13 entries. Barry commented that these were the greatest number of entries he has seen since he has been involved with the contest. For details see Barry's contest article on page 2 of this issue. Contest photos are on pages 3 and 4.

The business portion of the meeting concluded at 2:22 PM.

Following a short break, Russ Weis introduced the speaker, Dave Ellis with Division 12. Dave presented "Expand Your Horizons With Backdrops".

Dave described the use of backdrops to enhance a model railroad. He discussed, methods, materials, and techniques for producing quality scenic backdrops. His presentation was followed by a question-and-answer period.

There being no further business, the meeting was adjourned at 3:37 PM. The minutes for the March meeting are posted on the Division Web Site; go to members pages. You can also view the meeting along with Dave Ellis' clinic on the Division 8 YouTube Channel. Above is a "screen grab" of Dave's clinic from the Division 8 YouTube Channel.

APRIL 2021 CHARLIE KEELING VIRTUAL MODEL CONTEST

April	Passenger cars
May	Cabooses
June	Open loads
July	NO CONTEST
August	MOW equipment and highway vehicles
September	Photos (model) and photos (prototype)
October	Steam locomotives
November	Displays (no size limit)
December	NO CONTEST
January	Freight cars
February	Non-steam motive power
March	Structures

The March Charlie Keeling Virtual Model Contest was for structures. There were thirteen entries, the most in a good long time. Scoring rule #8 states that “When there are 10 or more entries, two first place awards (three points each) will be given and one second place award will be given (two points).”

Al Goodman’s Norwood Chemical Plant, his first entry for this contest year, had the highest number of votes by far this month. Congratulations to Al for winning the highest of two “first place awards.”

With the second highest number of votes, Paul Downs tied with himself to earn the next “first place award” for Café la Terraza and Camelback House, also his first entries for this contest year. Scoring rule #1 says in part, “When someone enters multiple items ... only their entry scoring the most points will be eligible ...” obviating the “tie” between Paul’s two structures and precluding him from also earning a “second place award.”

The third highest number of votes was a tie between Rick Geerts for Pool Hall, Steve Lasher for Branch Line Laser Kit, and Russ Weis for Kibri Freight House Kit, qualifying these modelers for the “second place award.” Scoring rule #6 explains that “In the event of a tie for second place, all tying entrants for second place will receive two additional points. There will not be a third-place award.”

Honorable mention goes to Ed Brennan, Bruce DeMaeyer, Paul Downs, Bob Frankrone, Craig Hatter, Kevin Jones, and Stan White for their excellent structures. Congrats to all of our entrants!

The updated contest results indicate a hotly competitive field going into the final three laps of this contest year: Bob Frankrone, Rick Geerts and Russ Weis are now in a three-way tie for the lead with 14 points each. Steve Lasher follows with 12, Joe Fields and Kevin Jones with 11 each, Craig Hatter with 10 points, Bruce DeMaeyer with 5, Paul Downs, Ron Ellison and Al Godman tied with 4, Stan White with 3, Ed Brennan with 2, and Daryl Arend and Eric Waggoner tied with 1 each.

(continued to column 2)

**APRIL MEETING INFORMATION**

The April meeting is Saturday 17, 2:00 PM. The meeting will be virtual using the Zoom conferencing app. To maintain the security of the meeting, connection information will be sent directly to members by email about a week prior to the meeting and will not be published online.

Program: The presentation will be by Spring Creek Model Trains in Desher, NE. A virtual tour of the largest model train store between Denver and Chicago.

APRIL ZOOM GATHERING

On Saturday Apr 10, 2021 at 2:00 PM we will gather again for the Division 8 ZOOM Gathering. This month the presenters will be in the following order:

- Rob Cooper – How he is using Woodland Scenics Just Lighting Systems on his layout.
- Bruce McKeown – Modeling the ATSF San Francisco Chief, or how did it get to be 20 cars long?
- Steve Lasher – Conclusion of his discussion of prototype signaling and how to apply it to a model railroad.

Each presentation will be approximately 20 minutes including a short Q & A by each presenter. Zoom meeting information will be sent out a few days before the gathering.

CONTEST (continued from column 1)

For April 2021, we will have the category of “Passenger Cars” in the Charlie Keeling Virtual Model Contest. For contest information, go here - <http://div8-mcr-nmra.org/site/html/contest.html> . To enter the April Contest, email 1 to 3 entry photos (JPG file format) along with the Contest Entry Form as a PDF file to division8.mcr.nmra@gmail.com . Contest dates will also be listed in the Groups.io Calendar. And as always if you have questions or comments, email division8.mcr.nmra@gmail.com .

The judging is strictly people’s choice. If you would also like your model to be judged for the Achievement Program, contact Mark Norman and he will arrange to have AP judges assist.

See page 6 of this issue for contest timeline.



First Place:

Left: Al Goodman's HO Scale "Norwood Chemical Plant".

Al said his model is a Faller Kit customized by adding LED lighting throughout the ceilings on all of the floors with the wires hidden inside the piping. Extra piping and internal and some exterior tanks were added from other kit-bashed supplies. All piping, valves, handles and detail components were hand painted using enamel. Tall pipe supports were added and a base added as kit did not provide one. Over 1,500 pieces were used.

Second Place (#1)

Right: Paul Downs tied with himself. The Café La Terraza is a completely scratch built N Scale model of a neighborhood corner café. It is modeled after architecture from Cuba. Gas and electric meters are scratch built. The unusual footprint is due to the corner on which the Café sits. The sign post is a Period Miniatures street light modified to hold the scratch-built sign. The stained glass effect is achieved by using Tamyia Clear Paints. The main entrance door is a kitbash of a Grandt Line door and a Scale Link brass arched window.



Second Place (#2)

Paul Downs said it is scratch-built primarily using Evergreen styrene plastic sheets and shapes. The windows are Grandt Line, and nearly all have been altered in some way. They were glued in from the inside to appear to be masonry windows, a good trick to know as commercial N Scale masonry windows are hard to find. There are a few purchased 3D printed pieces of furniture, but most of it was scratch.



(March contest continued on page 4)

MARCH CONTEST (continued from page 3)

Third Place was a three way tie between Steve Lasher, Rick Geerts, and Russ Weis.

Left: Steve Lasher's HO Depot.

Steve built this from a Branchline Laser Kit. He added many extras such as train order signals, lamps and custom signs. And of course, weathering.



Right: Rick Geerts' Pool Hall.

Rick began with a HO scale DPM #11700 kit. All interior walls, pictures and floors were made on a computer. The Budweiser sign in window is N-scale. The outside beer sign is a Minatronics. The figures are a mix of Woodland Scenics, Noch, Preiser, Gandy Dancers products. Interior lights are Woodland Scenics plug-n-play. All of the tables, bar chairs and tables were hand painted. The building was spray painted with Roberts Brick Mortar wash. The Roof is detailed with Walthers A/C, roof cinders, Rix roof vent and Modeltech air duct.



Above:
Picture of the original Kibri Kit that Russ used for his model.

Above: Russ Weis' HO Freight House.

Russ modified a Kibri Freight House Kit then detailed it to give it an American look. This included a new main roof, leaving off the loading dock awning. New details such as loading dock lights, window shades and signage with weathering were added.

So, You Think You're Going to Stay Warm, Eh?

By Steve Lasher

Now that the polar vortex has gone home and our weather is warming up a bit, I'll share with you how I'd rate locomotives as far as their ability to keep you reasonably warm in the wintertime. It ranged anywhere from "not too bad" to "well...we might need to treat you for frostbite".



GP7 Kentucky Railway Museum.

Photo by Bob Dawson

Let's Start from the Bottom Up

The absolute worst were old, un-rebuilt GP-7's. The Rock Island had a ton of these so I got to know them pretty well. Sad to say, a lot of them had been built in my hometown of Cleveland, Ohio. But they weren't designed there – just built there.

The problem was that EMD had figured "what the heck, we'll just pull warm air off the front radiators and blow it into the cab". Sounds good, right? Well, no. You have to understand that unless it's working hard, a diesel engine the size of a 567 doesn't necessarily get very hot in extremely cold weather so, when you start drawing sub-zero air through the radiators, it doesn't get very warm at all – more of an air conditioner, really.

EMD compounded the problem by putting a pair a DC blower motors about midway down the backside of the cab walls. They were supposed to have a 3-position switch (low, medium, and high) to control the blower speed but these

seldom functioned correctly so the air output ranged from almost perceptible to nearly non-existent.

A partial fix for this was to cover the front radiator section with a piece of sheet metal to prevent cold, outside air from going through the radiator. There were brackets welded on to the front radiator grills to accommodate these, if they could be found. All in all, you could be pretty darn cold on these old girls. At least the Rock remedied the problems when they re-built them. They got newer EMD style cab heaters along with side wall heaters so they made the leap from bottom of the heap to near the top in one fell swoop.

The Best

The Rock leased 56 new GP-38-2's in 1977-78. They instantly became the go to power for almost everything because they were new and comparably reliable. They rode well (they were on older, trade-in Blomberg trucks) and pulled well but just weren't too fast. I always said they were the best 30 mph engines I was ever on. But, at that stage of the Rock's existence 30 mph was about all you needed.

At least you could stay comfortably warm on one of these. Their weather stripping was new and tight so you could leave your roll of 2-inch masking tape in your grip – they weren't drafty. They were equipped with (as were all EMD dash-2's) electric main cab heaters along with auxiliary sidewall heaters. Sidewall heaters were like electric strip heaters located on the bottom of the cab wall with stainless steel guards over them. When they weren't being used as heaters their flat tops made excellent foot rests. And, if need be, you could heat up your can of Beanie Wienies on them. They were wonderful additions to cab comfort.

You may notice I haven't said anything about GE's. I'll relate a story for your illumination. Late in the Ingram administration lots of Rock Island officials resigned their officer's positions and exercised their seniority in their crafts if they had any. My old boss (good friend and former Road Foreman of Engines) Homer Day was one of these and he bumped on an East Iowa division pool turn as engineer.

One day while in the lobby of the Hotel Savory in downtown Des Moines, Homer and I were having a friendly debate on the virtues of EMD vs. GE. Now, Homer was a GE enthusiast to the bone. I think GE was very good at schmoozing railroad officials who wound up at Erie for training classes. We traded blow for blow. If I made a point for EMD, Homer countered it with GE and if he made a point, I had a comeback. Toward the end of our debate Homer, evidently thinking he'd get in the last word said, "well, Lasher, you have to admit, GE's have good cab heaters". I said, "Homer, I'll concede. Yes sir, you're absolutely right, they do have the best cab heaters going – when they're running".

"Lasher, you smart-ass!"



ICG GP-38-2. Photo by Charlie Keeling

APRIL CONTEST TIMELINE

April Contest subject is *Passenger Cars*. We will send out a reminder but below are some of the Contest timeline dates for April:

- April 3rd - First day to submit entries
- April 10th - Last day to submit entries
- April 14th - Members will receive the Contest Ballot
- April 15th & 16th - Voting in the Contest Ballot ends @ 10:00 PM on the 16th
- April 17th - Winners announced at the General Meeting - 1st, 2nd and 3rd

If you need more information, go here - <http://div8-mcr-nmra.org/site/html/contest.html> .

To enter the April Contest, email 1 to 3 photos in JPG format only along with the Contest Entry Form as a PDF file to division8.mcr.nmra@gmail.com . Contest dates will also be listed in the Groups.io Calendar. And as always if you have questions, comments, or need help, email division8.mcr.nmra@gmail.com .

ACHIEVEMENT PROGRAM

Mark Norman, AP Chairman

It is an honor and privilege to serve my fellow model railroaders as your AP Chair. While I have big shoes to fill, Joe left not only a legacy but excellent records and boundless enthusiasm. Fortunately, there is a team. The AP team consists of coaches and evaluators. We are in a good place. The question often arises why one should get involved? That's fair. Go to the web site – www.nmra.org. Where do you find the Achievement Program? Under Education! Working toward the Golden Spike and then on various certificates is a great way to interact with fellow modelers, grow, and have even more fun. There is always room for growth. Your project will be thoughtfully *evaluated*. Thoughtful feedback will be provided; in advance if asked. Several of you have already spoken to me about the AP and heard the same analogy. My role is much the same as that of the conductor in the Polar Express. I'll help you find your golden ticket; but it's up to you to get on the train. All aboard!!!

MEMBER WELFARE

Rick Wehr, Member Welfare Chairman

Ramona Johnson was hospitalized with a knee replacement and is now in re-hab. Ramona was sent a get-well card and an Applebee's Gift Card. Contact Rick Wehr at 502-500-6398 or email him at rickwehr7@aol.com to report a hospitalization or death of member or member's spouse.

MEMBER WELFARE FUND

The Member Welfare Fund supports the Division 8 Member Welfare Program. Its primary purpose is to provide Division 8 members and their immediate families with get well and gift cards for illnesses resulting in hospitalization, and sympathy cards and donations on behalf of Division 8 for the death of a relative as defined by the member welfare policy. Donations fiscal YTD: Barbara & Fred Soward-\$50; Don & Karen Fowler-\$100; Eric Waggoner-\$20; Mark Norman-\$10, \$20; Ron Ellison-\$25. If you wish to donate, email the amount to division8.mcr.nmra@gmail.com and we'll email you an invoice to pay online. Or call us at (502) 653-5371.

MEMBERSHIP REPORT

Stan White, Membership Chairman

For the month ending February 28, 2021, we have the following membership update:

- 125 Active Members (Up one from January)
- 1 New Member (Chris Wiles)
- 9 Renewals in February

Four emails and one letter were sent to members expiring on February 28, 2021.)

CAN YOU HELP JAMES BERGMAN?

Submitted by Ron Ellison

The information below was sent to the K & I Model Railroad Club from the contact form on the website. It's a story of a young man trying to reconnect to the memory of his father through model railroading.

I know this may be random but I'm hoping you may be able to help. My dad was a large collector of model trains and he passed in 1994. My mother sold his collection along with his layouts. I'm trying to find anyone who may remember him or even have pieces of his collection. My name is James Bergman, my brothers are Bill and Billy and my sister is Tricia. My Dad was William Bergman but he went by Bill. My Mom's name was Connie Bergman. I know this is a stretch due to the length of time but I know he went to shows in Louisville as well as being in several clubs. Unfortunately, I was 6 at the time so I didn't remember the names. Any help would be appreciated. Again, I know it's a stretch but I wanted to try. *(continued on page 7)*

CAN YOU HELP JAMES BERGMAN? (continued from page 6)

And then after I wrote back to James telling him we'd do what we could to help I received the following:

I greatly appreciate any help. When he passed, he was in his 40s and if alive today he would've been 70. He submitted several pictures to the magazines because he was excellent at photography. When he did his model railroading, he used those pictures to scale down what he made. If it helps in any way, his collection surpassed twenty-two footlockers and his layout took up our basement and I remember him setting up at several shows. He drove a 90s Ford F150 sky blue with a camper shell. I'm hoping that some of this information may help and honestly, I'm not sure if anyone would remember him but I had to take a chance and see.



Photo of Bill Bergman with some of his collection

As far as his collection, Mom sold it and me and my siblings were not happy. I do remember it was parted out and the sum was around \$40,000. It's funny to think it was that much in the early 90s but looking online some of the trains I saw were not cheap. My family moved from Ft. Knox to Corydon Indiana in 1988 when I was barely a year old. Dad was in the army so they moved a lot. After I was born, he retired and started driving an over-the-road truck. Anyway, sorry to ramble and I again thank you so much for all of your help, I know my dad would appreciate the club helping me.

If you remember William (Bill) Bergman then you would be a great help to James and his brothers and sister to build some memories of their late father. Send an email to Division 8 or call (502) 653-5371 and we will get you in touch with James.

**JOE FIELDS MMR® PRESENTATION**

Left to right, Sue Fields (Joe Fields' widow), Tammy Boutiette (daughter), and Jonathan Fields (son) pose for a photo during the March 28, 2021 Division 8 Celebration Station event after being presented with Joe's Master Model Railroader framed certificate, plaque, framed MMR pin and patch, and new Division 8 MMR name badge.

Photo by Barbara Soward

Announcing NMRA Dispatch

NMRA Dispatch emails will be short announcements of important and time-sensitive information that cannot wait for publication in the NMRA Magazine or eBulletin.

Spam button misuse

It has come to the attention of the NMRA IT department that many NMRA members do not receive NMRA email publications (Turntable, eBulletin, Dispatch) because other members use the Spam button.

If the publication is not of interest, simply delete it. If you no longer want to receive any NMRA email publication, please use the Unsubscribe link (below), which is safe and secure. Never use the Spam or Junk button. If too many people do this, service providers such as Yahoo will block all people from ever seeing the emails. Most NMRA members want to keep in touch. Don't ruin it for them.

Please note that Unsubscribe will apply to all NMRA email publications, including the Turntable, eBulletin, special eBulletins, and Dispatch.

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If you are not sure who to contact, call (502) 653-5371 and tell us your needs. We'll get back to you. To contact Division 8 or any board member or committee director by email use - division8.mcr.nmra@gmail.com

THE PIE CARD

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