

The Pie Card

Volume 55, October 2021, Number 10

Mid Central Region, National Model Railroad Association



From the Superintendent's Desk

By Fred Soward

For me, one of the things that ties a model railroad down to a specific year is motor vehicles (automobiles, trucks, and vans). If you're modeling the fall of 1981, as we are on the Santa Cruz &

Felton, then no vehicles newer than model year 1982 should be on the layout. If there is something newer, then we're either modeling a different year or we're modeling the fall of 1981 poorly.

How many HO scale or N scale or whatever scale vehicles are available for either 1981 or 1982? Not many. And that includes items that might've been created in the past and are now only available on eBay or at flea markets or train shows. There were those Motor Max 1981 Ford Escorts and 1982 Honda Accords that went for next-to-nothing at Wal Mart several years ago. Those could work, but do we really want to have multiple open auto racks of nothing but Ford Escorts and Honda Accords? Maybe. But at what cost?

I've been following a thread in the mfc1@groups.io email group (MFCL = Modern Freight Car List). The thread is all about era-specific motor vehicles for open auto rack freight cars. One of the group members offered a solution – 3D printing. Assuming 5 vehicles per level on each 3-level auto rack, we're looking at 15 vehicles per auto rack. The Motor Max vehicles are going for about \$15.00 each on eBay right now. That's \$225 per auto rack, which is nearing the cost of a consumer-grade 3D resin printer. Considering there'd likely be half a dozen or more auto racks, that starts to make sense on a pure dollars and cents analysis. There's also the cost of the resin to print the vehicle bodies and the cost of paint, glue, and other bits. Add in the time invested in creating the files to send to the 3D printer to create the vehicles and finally the time to clean-up, paint, and assemble them after the printing completes.

That sure seems like a lot of work, so I started thinking maybe there's a better solution. Y'know what? I did a bit more research and only found photos of closed auto racks running on both the Coast Line and the Shasta Division in 1981. Problem solved. All the open auto rack cars in the basement need to go away! So be sure to visit our table at the November Division 8 Train Show & Sale where we should have several HO scale open auto racks for sale.

Oh! -- and I've always acknowledged that there's a single exception to the motor vehicle model year rule on any layout – DeLoreans are appropriate in any time period as long as they're equipped with either a Flux Capacitor or a Mr Fusion unit.

SEPTEMBER MEETING REPORT

The meeting was called to order in the 600 Room at 600 North Hurstbourne Parkway at 2:00 PM on Saturday September 18, 2021. This was a Hybrid meeting with members attending in person in the 600 Room, or remotely using the Zoom conference platform. All officers were present. Attendance was 26, with 10 attending in person, and 16 attending on Zoom.

Fred Soward reported that we have two new members, Don Barbica and Gary Dean. Fred recognized one visitor, Bernie Kempinski, who is presented the program "Civil War Railroads". Fred Soward presented the Back-to-Basics segment: "ACI (Automated Card Identification), ACI was in use on North American Railroads from 1962 to 1977. The minutes for the September meeting are posted on the Division Web Site; go to the members pages. You can also view the meeting on the Division 8 YouTube Channel.

TIME TABLE

Oct 9-10, 11 AM-5PM Div 7 Cincinnati Train & Trade Show

Oct 16, Sat 2 PM, Div 8 Hybrid meeting, 600 Room and Zoom.

Oct 16, Sat 10 AM-4 PM Salem Depot Train Show and Sale

Oct 23, Sat Virtual NMRAX

Oct 30, Sat 2 PM Div 8 Gathering on Zoom

Nov 13, Sat 10AM-3PM Div 8 Train Show and Sale, Saffin Center

Nov 20, Sat 2PM, Div 8 Hybrid meeting 600 Room and Zoom

Nov 27, Sat Virtual NMRAX

Dec 4, Sat 6 PM, **Div 8 Christmas Party**, Crowne Plaza (see page 8 for details)

Dec 11, Sat, 2 PM, Div 8 Virtual Bull Session on Zoom

OCTOBER 2021 CHARLIE KEELING HYBRID MODEL CONTEST

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

For September 2021, we again had two separate contests, for Photos (Model) and also for Photos (Prototype), with separate entries for each, and separate votes for each.

For the model photo contest, five photos were entered, with Rick Geerts and Kevin Jones receiving honorable mention. Bob Frankrone placed third with "East Bluefield," Ron Ellison second with "UP SD90/43MAC lease units at Albany NY," and Russ Weis first with "Number 2195 passes Batavia." Congratulations to these photographers!

At that point the totals were: Rick Geerts with 7, Bob Frankrone, Craig Hatter and Kevin Jones with 5 each, Ron Ellison and Russ Weis with 4 each, and Steve Lasher with 3.

For the prototype photo contest, eight photos were entered by seven persons, with Ron Ellison, Bob Frankrone, Rick Geerts, Craig Hatter and Eric Waggoner all receiving honorable mention. Russ Weis placed third for "NS 4363 at Fostoria OH," Eric Waggoner second for "D&SNG RR Highline," and Kevin Jones first for "CSX coal train at Pool Point KY." Congratulations to each photographer!

The point totals then became: Kevin Jones with 9, Rick Geerts with 8, Bob Frankrone, Craig Hatter and Russ Weis with 6 each, Ron Ellison with 5, and Steve Lasher and Eric Waggoner with 3 each. September contest photos begin on page 3.

For October, the model contest theme will be Steam. To enter the October 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. (contest continued to column 2)



OCTOBER MEETING INFORMATION

The October meeting is 2 PM Saturday October 16 at the 600 Room, first floor of the 600 Building, 600 N. Hurstbourne Pkwy. 40222. **Use the Whittington Pkwy. (main) entrance.** This will be a hybrid meeting; if you can't be there in person, we'll be using Zoom to broadcast the meeting at the same time. Refreshments and snacks will not be available at the 600 Room for this meeting. To maintain the security of the meeting, the Zoom connection information will be sent directly to members by email about a week prior to the meeting and will not be published online. Mike Hauk, Division 12, MCR, NMRA is presenting the program, "Static Grass."

DIVISION 8 IN-PERSON MEETING REQUIREMENT

Vaccines and masks are required for attendance at any face-to-face Division 8 event until such time as Jefferson County is out of the **High** transmission category. This policy is based on CDC guidelines. If you are not vaccinated for any reason, please take part in our meetings via Zoom. Division 8 is adopting this policy to safeguard the health of our members and their families and the communities we all live in from COVID-19.

CONTEST (continued from column 1)

We will send out a reminder but below are some of the Contest timeline dates for October:

- October 2nd - First day to submit entries
- October 9th - Last day to submit entries
- October 14th - Members will receive the Contest Ballot
- October 14th & 15th - Voting in the Contest Ballot ends @ 10:00 PM on the 15th
- October 16th - 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>.



SEPTEMBER CONTEST (MODEL PHOTOS) photos by the entrants



Left:

Russ Weis took first place in the model photograph category with his "Number 2195 passes Batavia."

Right:

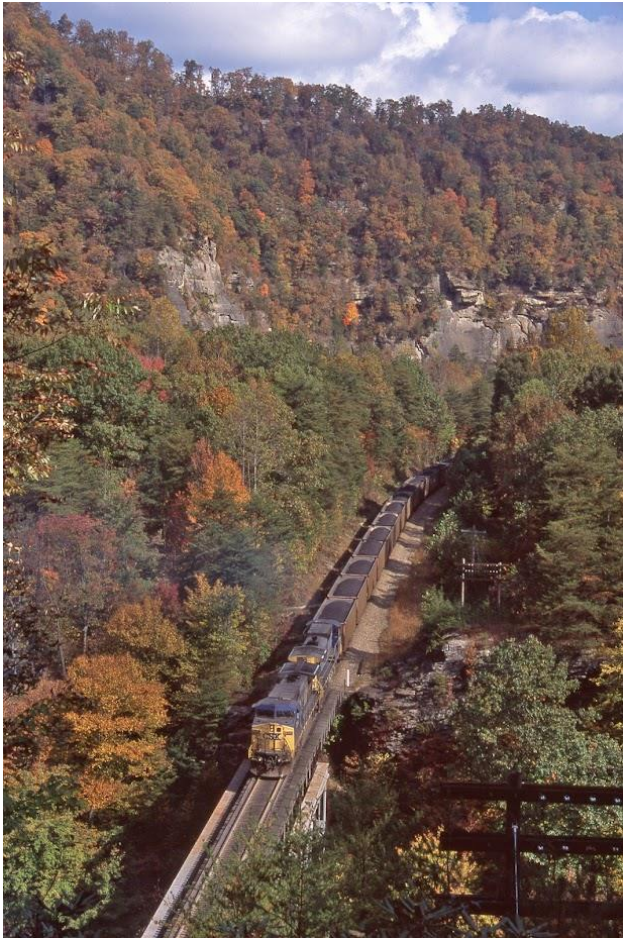
Ron Ellison captured second place with his Kato EMD UP SD90/43MAC Lease Units at Albany, NY.



Left:

Bob Frankrone took third place with this photo of East Bluefield on his layout





Left:

Kevin Jones took first place with this photo of a CSX Coal Train at Pool Point Kentucky. With the KY/VA state line just around the corner, CSX pushers shove hard on another coal train though the Breaks Interstate Park on the former Clinchfield railroad.



Above:

Eric Waggoner came in second with this photo he took on a 2006 trip to Colorado and a visit to the Durango & Silverton Narrow Gauge RR. Photo was taken with a Nikon D3 and Nikkor zoom lens.

Russ Weis captured third place with this photo of NS 4363 at Fostoria, Ohio

Russ took the photo with a Nikon digital 50mm lens. Some cropping was done.

THE REST OF THE STORY

By Steve Lasher

In the July issue, I related some of the differences in railroading today vs. when I was an engineer. In this follow-up I'll catch up on some of the other differences.

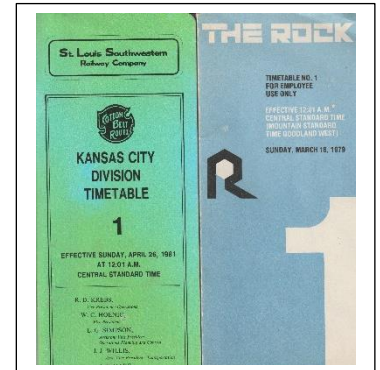


Southbound CSX train entering DTC Block "Orleans" on the old Monon.
Photo by Bob Dawson

When I was working, trains were dispatched either by timetable and train orders or CTC (Centralized Traffic Control). DTC (Direct Traffic Control) had just come into use on the SP/SSW a year or so before I left. I liked DTC as it was simple but it did rely on radio communication. You talked directly to the dispatcher and he authorized you in certain blocks which you released as you cleared them. By the mid-1980's radio had become reliable enough to safely dispatch trains. Of course, we were given (and it was printed in the timetable) emergency telephone numbers of the dispatchers (Pine Bluff for the Cotton Belt - San Antonio for the SP), the assumption being that if you couldn't communicate using the radio you might be able to get to a Bell telephone somewhere. Since the advent of SP's advanced radio service, the dispatcher line side phone boxes - indeed, the whole line side pole line - had been removed all the way from Mt. Pleasant to Ft. Worth. In any case, I don't remember much trouble being able to talk to the dispatcher.

Ironically, it took a lot of time - remember, on the railroad, it's like waiting for the "ouch" to get from the dinosaur's tail to its brain - for radio coverage to become universal. The Rock Island tried to institute radio dispatching on its line from Kansas City to St. Louis very late in the game (1978-79) to accompany the handling of unit coal trains on that route. The officials of the railroad thought that this new business could inject prosperity all over the railroad so several innovations and upgrades to that line took place. One item that they didn't upgrade was the track and only a few months of coal traffic had beaten it to pieces - so much so that even though it had been part of the sale of the line to Tucumcari to the SP much of it was allowed to go dormant because the cost to rehabilitate it was so astronomical. It was much more practical to seek trackage rights on the MP. At least it was a pioneer in radio dispatching.

These days I listen to trains being dispatched on both CSX and NS. Remember, unless it's in yard limits, you have to have some authority to occupy a "main track" (check your rulebook definitions), and it's interesting to hear the process. Where, in the old days, we'd have to have a clearance, they now have to get their EC-1's and it's quite a formal process. In the old days, we could get out of town without even talking to a dispatcher but now, before the dispatcher will even give them their EC-1 there's a formal list of items that gets covered between the dispatcher and the train crew. They give him their "handle" - loads, empties, tons, and length. And their locomotives and whether they have sufficient power to handle the train along with the fuel in each unit. They tell him if they have any hazardous loads and where they are in the train and whether or not they have any work in route. On the CSX they will tell him whether or not they're a "Q" train. Oh yes, of course they start by telling their names and their time on duty. All this is covered up front so there's no surprises down the road like, "oh crap, we're both too long to fit in the siding!" There can be plenty of unpleasant and unwanted surprises in railroading as it is; in fact, every day it's a challenge to overcome the adverse events and actually get a train over the road.



One thing that hasn't changed from the days of Eddie Sand and dispatching by train order is the "repeat back". After the dispatcher gives the EC-1, the receiving employee has to repeat back the information correctly before the dispatcher will give them a "complete" time and his initials that will formally put the EC-1 into effect and they can legally get out of town.

I tried to sell Russ Weiss on the idea of introducing a "chance" deck (think, as in "Monopoly") of adverse events to be tossed into the mix of one of his operating sessions to enhance the realism -- but he hasn't screwed up the courage to try it yet. I think it goes against the "organization" of his pilot's brain to intentionally introduce chaos into the well-organized ballet. But I'm still working on (it) him. The ultimate goal every day on the railroad is to get trains over the road in spite of what's thrown against them. Now, that's realism. Stay tuned, there'll be more on this.

OCTOBER MEMBER WELFARE FUND AND MEMBER WELFARE COMMITTEE REPORT

The primary purpose of the *Member Welfare Fund* is to provide Division 8 members and their immediate families with get well cards for illness and for sympathy cards and donations on behalf of Division 8 for the death of a relative as defined by the member welfare procedures. Donations in fiscal YTD: Ed Brennan-\$30; Eric Waggoner-\$15; Fred & Barbara Soward-\$100; K & I Model Railroad Club-\$50; Mark Hedge-\$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.

Member Welfare Chairman Rick Wehr reported that Nancy DeMaeyer, wife of Bruce DeMaeyer, had been hospitalized. She is home and is doing well.

ACHIEVEMENT PROGRAM

By Mark Norman AP Chairman

When you go to the NMRA web site (nmra.org), the Achievement Program is found in the Education tab. That makes sense, as it is a learning experience. The first sentence sums things up nicely -- in simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. Many of us have traveled and will continue to. A travel guide certainly helps -- nowadays, most can readily be found on the Internet. It's nice to know something about where you are going so you don't miss out; it makes the experience far better. So too with the AP. The AP is people -- fellow modelers ready, willing and able to help you improve and enjoy the hobby.

FANTASY PAINT SCHEMES 'NON-CONTEST CONTEST'

Fred Soward first mentioned this in his June 2021 *The Pie Card* Superintendents column. Here's the details:

So how about a bit of a trip into fantasy? Everything we do as model railroaders is a bit of fantasy -- no matter how detailed you try to make something, it's not going to be a 100% replica of the prototype, especially in HO or N scale.

We talked a bit about this in a groups.io email thread -- fantasy paint schemes for model railroad equipment, especially locomotives. The idea is to have some fun with this. Don't take yourself (or another model railroader) too seriously. Bob Frankrone shared his HO scale model of a Southern Railway FP45. The Southern NEVER had those, but the paint scheme was plausible -- it might've happened had the Southern purchased at least one FP45. And that's the core of the challenge -- create something that might have been. For the Southern Pacific, how about an FP45 in a modified Daylight paint scheme? That sure never happened, but "what if?" Or what if the L&N was still around today, running 21st century locomotives? Would the paint scheme still be that drab grey with yellow lettering?

Here's the plan --

1. Create and apply a believable fantasy paint scheme for a present-day or fallen-flag prototype railroad to a model railroad locomotive.
2. Write a brief background story that describes your paint scheme and tells why it exists.
3. You must do the work (no off-the-shelf foobies or work done by someone else).
4. This is NOT part of the monthly Charlie Keeling Modeling Contest.
5. No voting.
6. Submit your picture(s) and an explanation of your entry to division8.mcr.nmra@gmail.com by Wednesday October 13, 2021 at end of day.
7. We'll share the pictures at the October 16, 2021 General Meeting

**2021 SILVER SPIKE AWARD**

Where do Silver Spikes come from?

<- Here!

Mike Berry recently told us that when Jack Diehl needed spikes years ago, Mike just went to the wooden keg at the car shop and grabbed a few. Jack cleaned them up and had them chromed. The presentation of the Silver Spike Award will be at our December 4, 2021 Christmas Party.

2021 Silver Spike Committee

Rick Maloney, Bob Dawson, Ron Ellison

VOLUNTEERS NEEDED

For the Division 8 Train Show & Sale Saturday November 13, 2021



If you missed the volunteer signup sheet at the Division 8 meeting just email division8.mcr.nmra@gmail.com . We'll acknowledge your commitment by return email. We need volunteers:

1. Friday November 12th @ 03:00 PM to set up
2. Saturday November 13th @ 07:00 AM to assist our dealers
3. Saturday November 13th @ 03:00 PM to take down the tables & chairs

KEEP CONNECTED

Division 8 Media Committee

These are the ways for Division 8 members to stay in touch and stay together:

- Attend our hybrid monthly General Meeting in person or on Zoom
- Join us on Zoom for the Monthly Gathering or quarterly Bull Session in lieu of the Gathering - Next Bull Session is December 11, 2021
- Groups.io
- Division 8 Facebook
- Division 8 Instagram
- Division 8 Webpage
- Division 8 YouTube Channel
- NMRA Webpage

Why not join Groups.io ? It's the best way to learn what it's all about. We'll send you an invite and you can ride it down the track a ways and get off at any stop by unsubscribing.

ZOOM is here to stay. Login on your computer, tablet or smartphone. If you need help connecting, contact us at - division8.mcr.nmra@gmail.com a few days before any meeting.

If you are unsure of your connection, join early. Don't forget you can also dial in to any Zoom meeting from a landline or mobile phone - look for the dial up numbers in the Zoom Meeting Information.

Get Connected ! See your friends ! Stay in touch ! Learn something new !

Division 8 Media Committee

MEMBERSHIP REPORT

By Stan White, Membership Chairman

There were 121 Active members in September. One new member, Donald Barbica joined us. We had three expirations and two renewals: Greg Gardner and Ron Stigler.

TRACKSIDE WITH BILL LYNCH**CSXT 995002 FINALLY ON THE MOVE**

By Bob Dawson, photo by Bill Lynch

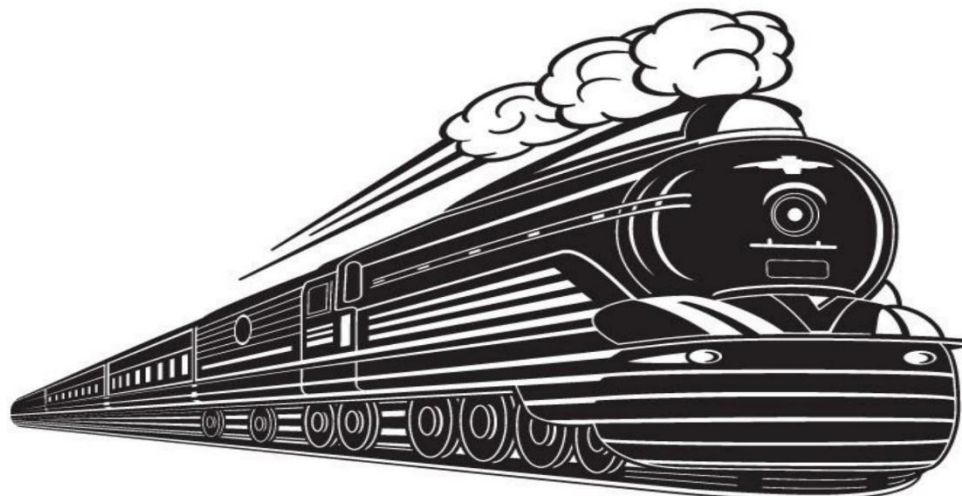
Left: Bill Lynch took this photo in August as the CSX Instruction car was being transported from Charlestown, IN to Tell City, IN.

This car sat for many years along Indiana State Rte. 62 at Charlestown. Division 8 held a Christmas Party in the car many years ago.

Repairs will be made at Tell City to the braking system so that It can be run in a freight train to Florida for refurbishing.

TRAIN SHOW & SALE

OUR 31ST YEAR



SATURDAY, NOVEMBER 13, 2021 10:00 AM to 3:00 PM
Holy Family Parish Saffin Center
3938 POPLAR LEVEL RD, LOUISVILLE, KY 40213

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

ADMISSION

\$6.00 Per Person – Children 12 and under free with an adult

Dealer Tables available - \$30 per table

For information or to reserve dealer tables contact:

Mark Hedge - (812) 288-8037 Email: div8trainshow@gmail.com

Sponsored by Division 8 - Mid Central Region - NMRA

FOR MORE INFORMATION VISIT

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

Facebook: [@Division8.MCR.NMRA](https://www.facebook.com/Division8.MCR.NMRA)

Division 8, MCR, NMRA

<http://div8-mcr-nmra.org/>**OFFICERS**

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Clerk:	Bob Dawson	502-368-2607
Treasurer:	Mike Berry	502-245-1337

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

COMMITTEE DIRECTORS

Achievement Program	Mark Norman	502-797-2062
Contests	Barry Christensen	270-272-6069
Librarian	Mike Berry	502-245-1337
Membership	Stan White	502-558-2466
Member Welfare	Rick Wehr	502-500-6398
Media	Ron Ellison	502-807-7683
Meetings & Program	Russ Weis	502-245-7991
Pie Card	Bob Dawson	502-368-2607
Train Show and Sale	Ron Ellison	502-807-7683
T-Trak	Bruce DeMaeyer	502-618-0248
Webmaster	Tom Guenthner	502-363-3113

MID CENTRAL REGION OFFICERS

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Vice-president:	Jerry Doyle	304-638-2826
Secretary:	Fred Soward	502-499-0770
Treasurer:	John Shields	513-561-8691

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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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.

**2021 Christmas Party**

Saturday December 4, 2021
Gather @ 5:00 ~ Buffet Dinner @ 6:00
\$35 per person *

**CROWNE PLAZA**

Louisville Airport Expo Center
830 Phillips Lane
Louisville, KY 40209
<https://maps.app.goo.gl/VHJP3LfPRK9b4Kwa8>

2021 Silver Spike Award
will be presented following dinner

* Send your reservation payment by Tuesday, 11/23/2021 to Mike Berry

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

The Company Store is ALWAYS open for business 24/7/365.

Shop anytime here - <http://div8-mcr-nmra.org/site/html/store.html> .

Is your Division 8 outfit ready for face to face meetings and the Train Show & Sale? Do you have a fleece for the winter ahead? A hat, shirt or fleece will make you look your best even if you're ZOOMing! All our merch is DELUX and priced right. Place an order TODAY for Division 8 Company Store merch!

You can email your order to Division8.MCR.NMRA@gmail.com . Or you can call or text your order to (502) 653-5371. We will confirm your order and email you back an itemized invoice and then pay online with your credit card. We will ship your order via USPS and invoice you for postage at the least expensive rate along with your merch.