

The Pie Card

Volume 56, March 2022, Number 3

Mid Central Region, National Model Railroad Association



From the Superintendent's Desk

By Fred Soward

Is it spring, yet?

The Farmer's Almanac says it'll be here on March 20. I think it arrives Saturday, March 19, the same day as our next Division 8 Train Show & Sale. And that's just a few weeks away. Our last show, in November 2021, was a great success. There was a lot of momentum coming out of that one, so we should expect this one to be just as successful.

Your help making our Train Show & Sale is needed and appreciated. Unless you have reserved a sales table or are actively involved in setting up a modular/traveling layout Saturday morning, we can use your help with dealer unloading that morning. And regardless of whether you have a sales table, we can use your help with setup on Friday evening. We can't start early because the Saffin Center is THE PLACE to be for Friday night's Fish Fry in support of the Holy Family Parish and their ongoing activities. Join us for dinner at 5:45 PM and stay for setup which will start about 7:00 PM.

Contact Ron Ellison to let him know that you're willing, able, and available to help with anything related to the Train Show & Sale. I know it's going to be a great one, so in advance, many thanks to everyone involved in making this Train Show & Sale a success.

While you're in that volunteering spirit, reach out to Russ Weis to let him know that you're ready to show off some of the projects you worked on over the winter. He's always looking for folks to share what they've been up to during Division 8 Gatherings. My guess is that a lot of you knocked out a lot of model railroading work during the past few winter months. Now's the time to share that effort with the rest of us. Remember, the Gathering is where you can just show off your work and tell us how you made it happen – no fancy PowerPoint slides needed or required. It's all virtual so you don't even have to stand up in front of a group of people – just talk to your webcam.

I've read every "From the Superintendent's Desk" column in every issue of The Pie Card stored on the Division 8 website. So, I can say with a great deal of confidence that you've read it and you've heard it from every Division 8 Superintendent – volunteers make the organization thrive. And by helping the organization thrive, you yourself grow as well. Hope to see you step up and share your talents in the very near future.

FEBRUARY MEETING REPORT

The February Division 8 meeting was held on February 19th. Attendance was 33 with 19 in person in the 600 room and 14 attending virtually on Zoom. Superintendent Fred Soward announced one new member, Ted Duffy. One visitor was recognized, Larry Smith, Division 10 Superintendent. See page 2 (photos on page 3) for results of the February Charlie Keeling Model Contest. Fred Soward presented the February Back to Basics segment, "AAR Plates". Bob Dawson presented the program, "Louisville's Forgotten Railroad". The next Division meeting will be a Hybrid Meeting on March 26th, note the date change.

The minutes for the February 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

Mar 12, Sat 2PM, Div 8 Virtual Bull Session.

Mar 19, Sat 10AM-3PM Div 8 Train Show and Sale, Saffin Center.

Mar 26, Sat 2PM, Div 8 Hybrid meeting 600 Room and Zoom. SPECIAL DATE

Apr 9, Sat 2PM, Div 8 Virtual Gathering.

Apr 23, Sat 2PM, Div 8 Hybrid meeting 600 Room and Zoom.

May 18-22, Indy Junction 2022 Convention, Indianapolis, IN.

May 28, Sat 2PM, Div 8 Hybrid meeting 600 Room and Zoom. SPECIAL DATE

Jun 11, Sat 2PM, Div 8 Virtual Bull Session

Jun 18, Sat 2PM, Div 8 Hybrid meeting 600 Room and Zoom.

FEBRUARY 2022 CHARLIE KEELING HYBRID MODEL CONTEST

By Barry Christensen, Contest Chairman

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)
October	Steam locomotives
November	Displays (no size limit)
December	NO CONTEST
January	Freight cars
February	Non-steam motive power

For February, five examples of non-steam motive power were entered into the Charlie Keeling Hybrid Model Contest, with lots of detailing and weathering applied. Ed Brennan placed third with his Athearn Blue Box SD40T-2, Steve Lasher placed second with his Stewart U28B, and Kevin Jones placed first with his On30 critter. Honorable mentions go to Bob Frankrone for his Soo Line GP50 #1212 and Rick Geerts for his Union Pacific Diesel. Congratulations to each modeler!

The point totals are now: Kevin Jones with 17, Rick Geerts with 14, Bob Frankrone with 13, Ed Brennan with 12, Steve Lasher with 10, Russ Weis with 7, Craig Hatter with 6, Ron Ellison with 5, and Eric Waggoner with 3.

In March, the contest will be for structures. To enter the March 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.

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

March 12th - First day to submit entries
 March 19th - Last day to submit entries
 March 24th - Members will receive the Contest Ballot
 March 24th & 25th - Voting in the Contest Ballot ends @ 10:00 PM on the 25th
 March 26th - Winners announced at the General Meeting - 1st, 2nd and 3rd

We will publish the Contest timeline dates each month in *The Pie Card*.

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



MARCH MEETING INFORMATION

The March meeting is 2 PM **Saturday March 26** 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. Bruce DeMaeyer, "Rebuilding My Layout Bigger and Better".

MEMBERSHIP REPORT

By Stan White Membership Chairman

The Division has 125 Active Members. There is 1 new (Ted Duffy), 1 Expired (Michael Stottman), and 3 Renewals (Kenneth Pettit, Luke Stottman, Chris Wiles).

These members have been NMRA members for the number of years in parenthesis:

(10 years) Don Copley, Rick Wehr, Alex Weir, Lamont Williams.
 (11 years) Donald Brock, David Cooke, Bruce DeMaeyer, John Stoltz.
 (12 years) Tom Guenther, Barbara Soward, Fred Soward.
 (13 years) Carl Hulsewede, Rob Johnson, Al Oswald, Ron Stigler.
 (14 years) Jacob Schiess, Lynn Schmidt.
 (15 years) Chris Broughton, Mike Wingfield, Karen Fowler, Bob Kuchler.
 (16 years) Herman Weir, Bob Sobatka, Rick Williams, James Schmidt.
 (17 years) Rick Geerts, Nat King.
 (18 years) Rich Esarey.
 (19 years) Ralph Bracewell, Mike Shane.



FEBRUARY CONTEST, NON-STEAM MOTIVE POWER, PHOTOS

Photos by the modelers



FIRST PLACE

Left: Kevin Jones' On30 "Critter".

The model is a Chivers/Five79 On30 GE 25 Ton plastic kit. Kevin adapted it to fit the drive from a Bachmann On30 Trolley.

The model was finished with a number of steps with various products, and then weathered.

SECOND PLACE

Right: Steve Lasher's HO Stewart Southern Pacific U28B.

Steve re-motored the unit with a motor only decoder.

Many detail parts were added including SP oscillating headlight, bell, horns, and speed recorder.

New scale handrails were scratch-built to replace the original Stewart ones.



THIRD PLACE

Left: Ed Brennan's HO Athearn Blue Box SD40T-2 Tunnel Motor.

Ed started with an Athearn Blue Box undecorated model. He added details such as a low nose headlight casting, air and signal hoses, handrail chains, and snowplow casting.

He primed it with Floquil Primer, and then painted with Floquil Steam Power Black. He decaled the model with Microscale decals.

He weathered the model using Grimy Black and pastels.



GETTIN' OUT OF DODGE*By Steve Lasher*

The current theory is that at some point, I'll be doing a Gathering presentation of how to operate your equipment more prototypically. Since that keeps fading into the future, I thought I'd use the bully pulpit to explore some topics at more length here and now.

One thing I've noticed since I'm usually over at East Buffalo during Russ Weis' operating sessions is that operators have a tendency to just tie onto a train and "highball" out of the yard. That ain't how it works in real life! Let's use a train leaving eastbound from Russ's East Buffalo yard as an example of how it would happen in real life. It's more time consuming than you'd think.



Engineer/Conductor Bruce Mckeown is checking his car cards (waybills) to ensure that his paper work and train is complete before leaving Buffalo Yard. Next to him is yard crewman Steve Lasher with Yardmaster Ron Ellison looking on. Photo by Fred Soward

Let's say the train has been made up on "A" track and cabbed (caboose on) and set with the head end to the yard air on the east end, by Bailey Avenue tower. The crossing at the yard office is still cut but the yard airline under the crossing connects both halves. This allows the train's air brake system to be charged and, using a portable brake valve, allows the carmen to set the trains brakes and begin its initial terminal testing. Although the "for real" initial terminal air test will take place when the road power is tied on, this at least allows the carmen to check each car for brake function. They'll be looking at items such as piston travel, brake shoes contacting the wheels, and, making sure the shoes are in condition for service, etc. The ICC's rules (in Russ's time period it was the ICC) say that up to 20% of the cars can have their brake systems cut out but if they go over that 20% enough of the "bad orders" would have to be set out to bring the total under 20%. They'll also be looking for any defects such as loose grab irons, etc., that would affect the safety of train. If they find any such items, it's better to find them early so the yardmaster can deal with them (hopefully) before the outbound road crew and power shows up. Assuming

they find all in order, they'll "bottle" (turn the angle cock - there will be some handbrakes set on both cuts of the train) and disconnect the yard air before removing their "blue flags".

At their appointed "call time" the rear end trainmen (conductor and rear brakeman and, possibly, a flagman) will report for work at the yard office. The conductor will begin his work of getting lists and waybills sorted and in order and, in general, getting the paperwork in order. The rear man and flagman will take their grips and grocery bags and walk to the rear and make sure supplies are stowed and important things like having the fire lit in the stove and the coffee pot going.

Meanwhile, the engineer, fireman, and head brakeman will have reported for work at the roundhouse. After the usual preliminaries - checking general order book, watch comparisons with the "Standard" clock, etc., they'll head out to their assigned engine. While the enginemen ready the power, the head brakeman will head over to the speaker or phone to check with the yardmaster as to how they'll have to go to get to their train. When they're all ready the engineer will turn the bell on, whistle off, and begin easing toward the yard.

Today, "B" track is a clear alley and they'll use that to get to their head end. As they get close to the caboose, the rear man is out giving an "easy" sign and signaling his intention to board the engine. He'll ride up to the yard office to be in position to make the joint at the yard office crossing after the power ties on the head end. At the yard office the engine stops while the conductor brings any needed paperwork out and gives it to the head brakeman. He and the engineer compare watches and exchange pleasantries. "When are you gonna retire, you old coot" - "not before you drop dead, you dumb SOB" - and such. *(continued on page 5)*

GETTIN' OUT OF DODGE *(continued from page 4)*

The head brakeman ties the engine on to the head end and cuts in the air. He'll then walk back and knock off a couple of hand brakes. When he's done, he'll signal the rear man that it's OK to make the joint. The rear man will signal "backup", and the engineer will give three short blasts on the whistle to let the trainmen know he's seen their signal and begin to back up, and they'll make the joint at the yard office. The rear man will signal that he's going between the cars to cut in the air and he'll knock off the hand brakes on the rear end cut. While he's doing that, the carmen will hang the blue flag on the engineer's window.

The carman on the caboose will be watching the air gauge and, after he figures the train line has had time to properly charge, he'll step outside and signal the head end to "set the air" by waving his outstretched hand horizontally at chest height all the way back and forth. The engineer will answer by one long blast on the whistle and make the required reduction on his brake valve. He'll check the train line leakage and assuming it's under 5 lbs. per minutes, they'll be OK.

Assuming no other issues (and, there shouldn't be since the carmen worked the train previously) they'll signal the head end to release the brakes by holding a hand at arm's length above their head. The engineer will a) acknowledge by two long blasts on the whistle and, b) releasing the brakes.

Meanwhile, the head brakeman will have gone to the speaker to let the yard and the tower man at Bailey Avenue know they're ready to go. The carmen will get to the engine and let the engineer know that "she's ok to go" and take down their blue flag.

When the "pot" signal governing their track changes from red to green the engineer will give two short blasts on the whistle, turn on the sanders (if he's smart, he would have turned on the "reverse" sanders when backing up to make the joint on his train) and bell and start easing forward. But, since he knows the conductor, with his grip, and the rear brakeman are waiting at the yard office crossing (best footing) to catch the hack, he doesn't get too carried away and keeps it to a nice easy pace to ensure safe boarding. By the time they will get on, the head end will be around the mainline switch and out on the mainline and out of sight. The tower man at Bailey Avenue knows this and he'll be helpful and relay the "highball" to the head end. The engineer will give two short blasts on the whistle and begin working on them in earnest to "get out of Dodge".

Well...quite a bit more involved than you thought, wasn't it? But it's the way it was and now you can see why simply tying the engine on and rolling them right out of town isn't very realistic. I hope you took note of the engine whistle signals and the fact that they had to pull easy enough for the rear end crew to board at the yard office amongst other things.

More to follow...

**TRACKSIDE WITH BOB DAWSON**

CSX Caboose 900019 is in the lead as the Riverport Local shoves across the Greenwood Road entrance to Riverview Park in December 2021.

This train originated at Long Branch on the Doe Run Spur near Brandenburg, KY, and will switch industries in the Riverport Industrial Park in South West Jefferson County.



AP Chairman presented Fred Soward with a Merit Award for his Pennsylvania Southern Transfer Caboose. Photo by Barbara Soward

ACHIEVEMENT PROGRAM

By Mark Norman, AP Chairman

Superintendent-elect Ron Ellison is the inspiration for this month's column. An email arrived in my inbox from him Sunday, 13 February asking me to help a fellow AP Chairman. I skimmed the email and set it aside until late in the afternoon. It had been a busy three days – Friday, 11 February, we went to Lexington for our daughter Sophia's Physician Assistant Student White Coat Ceremony. Saturday was rest and recovery for me. Sunday services then Sean drops off our grandson Waylon while he did tree work. Late in the afternoon, it was time to focus on the email. Ron's inspiration? He realizes that we are all in this together enjoying the world's greatest hobby. A modeler in another division asked for help to revitalize their AP Program -- evidently, it had gone dormant. The response was an email with a few pointers. This was followed by a deeper exchange between the two of us.

Our dialog is just beginning. He is learning from me and I am learning from him; it just happens he is in another division. One salient point we covered was that none of us knows everything. But all of us knows someone that knows something we would like to learn. As the Superintendent of your railroad, you are approaching a wye and need to decide which route to take – call that person and learn from them and possibly make a friendship or the route that leads to a missed opportunity. Life is short -- choose wisely.

MEMBER WELFARE 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 fiscal YTD: Ed Brennan-\$30; Eric Waggoner-\$15; Fred & Barbara Soward-\$100; K & I Model Railroad Club-\$50; Kent Westphal-\$50; Mark Hedge-\$25; Rob Johnson-\$25; Ron & Janie Ellison-\$50.

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. Donations are for the current fiscal year July 1, 2021 to June 30, 2022.

Member Welfare Chairman Rick Wehr reported that gift cards were sent to the following members who have been hospitalized: Mark Norman, Eric Waggoner, and Paul Hulsman.

MAY 18-22, 2022



**Indy Junction
2022**
MWR NCR MCR
RPM Conference

FOUR Full Days
THREE NMRA Regions
 and the RPM Conference
THREE Day Train Show
ONE CONVENTION

INCLUDES 70+ CLINICS
LAYOUT TOURS • OPERATING
SESSIONS • FREE PARKING

\$95 REGISTRATION
\$25 FAMILY
REGISTRATION

[facebook.com/indyjunction2022](https://www.indyjunction2022.org)
[www.IndyJunction2022.org](https://www.indyjunction2022.org)

Registration is NOW OPEN. Here are the basic convention fees:

- \$95.00 Registration - January 1, 2022 to April 27, 2022
- \$110.00 Late Registration - April 28, 2022 to May 21, 2022
- \$25.00 additional Family Member(s) Registration - any date
- \$40.00 Saturday May 21st ONLY, Individual Registration (One-Day)

Sign up on the website to receive convention updates by email <https://www.indyjunction2022.org/>

Be sure to reserve your room at the convention rate while you are registering. Due to demand, more hotel room nights have been added.

VOLUNTEERS NEEDED FOR THE SPRING DIVISION 8 TRAIN SHOW AND SALE

By Ron Ellison, Train Show and Sale Chairman

If you would like to volunteer to help with the March Train Show & Sale, just email division8.mcr.nmra@gmail.com.

We'll acknowledge your commitment by return email. We need volunteers:

- Friday March 18th @ 07:00 PM to set up
- Saturday March 19th @ 07:00 AM to assist our dealers
- Saturday March 19th @ 03:00 PM to take down the tables & chairs

NOTE we have to set up later on Friday because Holy Family is having their Lent Friday Fish Fry this year from February 25th through April 8th. Lunch from 11 to 1, Dinner from 4:30 to 7. The good news; some tables and chairs will already be on the floor in the Gym. If you volunteer, plan to come early and buy yourself some dinner before we set up. It's for a good cause. Dinner menu here –

https://www.holyfamilyky.org/files/ugd/8edc32_3a7c5bcaa7d04018850552554711462e.pdf



MODEL RAILROAD

SPRING FLEA MARKET & TRADE SHOW

Sponsored by Cincinnati Division 7, NMRA, Inc.
www.cincy-div7.org/events.html

Saturday, MARCH 12, 2022

10 AM to 3 PM

LAKOTA WEST FRESHMAN CAMPUS

5050 TYLERSVILLE ROAD

WEST CHESTER, OHIO 45069

FEATURING LOCAL MODELERS & HOBBY DEALERS

\$6 ADMISSION \$3 YOUTH (11-15 years of age)
FREE under 10 years old TABLES \$18 (30 inches x 8 ft)
 Table Reservations: rhord@fuse.net

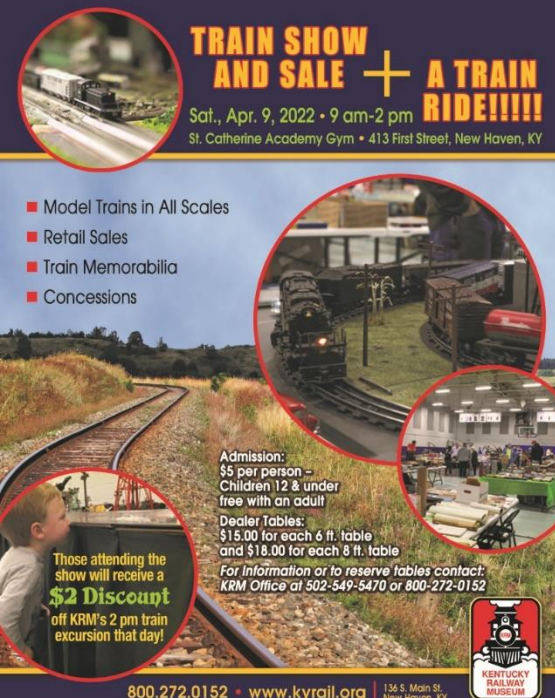
All SCALES of Model Railroad Items, Videos and more
Don't miss this Model Train buy-sell-swap event!
"A model railroad trade show"

This event will be operated under all local, state and federal health guidelines in effect during the show. Masks recommended but not required. Hand sanitizer will be available at multiple locations.

PIKE SHOWCASE

A Cleveland Transit Peter Witt car rounds a corner on Bob Johnson's O/On30 layout.

Photo by Bob Dawson



TRAIN SHOW AND SALE + A TRAIN RIDE!!!!

Sat., Apr. 9, 2022 • 9 am-2 pm
 St. Catherine Academy Gym • 413 First Street, New Haven, KY

- Model Trains in All Scales
- Retail Sales
- Train Memorabilia
- Concessions

Admission:
 \$5 per person -
 Children 12 & under
 free with an adult!

Dealer Tables:
 \$15.00 for each 6 ft. table
 and \$18.00 for each 8 ft. table

For information or to reserve tables contact:
 KRM Office at 502-549-5470 or 800-272-0152

Those attending the show will receive a **\$2 Discount** off KRM's 2 pm train excursion that day!

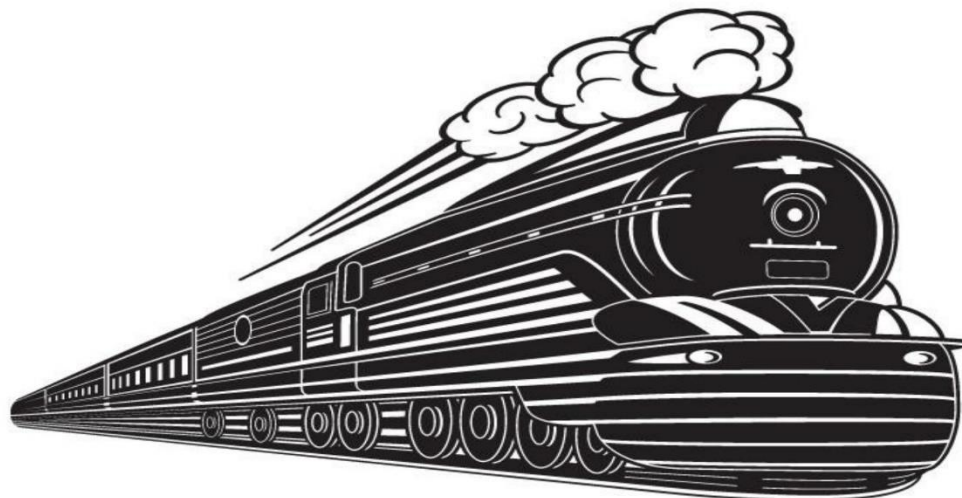
800.272.0152 • www.kyrail.org 136 S. Main St. New Haven, KY

KENTUCKY RAILWAY MUSEUM



TRAIN SHOW & SALE

OUR 32ND YEAR



SATURDAY, MARCH 19, 2022 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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Treasurer:	Mike Berry	502-245-1337

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

COMMITTEE DIRECTORS

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Member Welfare	Rick Wehr	502-500-6398
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Train Show and Sale	Ron Ellison	502-807-7683
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Webmaster	Tom Guenther	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

Division Eight, MCR, NMRA
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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".



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>

It's too late to order some new duds for the Spring Train Show & Sale. That train has left the station. But time to think about putting your Division 8 fleece away until next Fall and ordering a new polo shirt to wear to the July Division 8 Picnic. Place an order TODAY for Division 8 Company Store merch! We'll also be taking orders at the Division 8 table at the Train Show & Sale.

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.