

# The Pie Card

Volume 57, January 2023, Number 1



Mid Central Region, National Model Railroad Association



## FROM THE SUPERINTENDENT'S DESK

By Ron Ellison

Of course, I'm writing the Superintendent's column way before the new year when you'll be reading it. But as we end 2022 and head down the tracks into 2023, I'm thinking about where we're going and what we should accomplish in the new year. My goal in 2023 is to get more members involved in Division 8. And that's going to be an ongoing effort.

I've heard member Bob Frankrone relate the story several times as to how he got started with Division 8. Ask him to tell you the story when you see him. Bob's a good storyteller. And he always tells you the same story. So, you know he's telling you the truth. Anyway, he was recruited by member Bob Johnson. And Bob Frankrone always says, "he told me if you join, you need to participate". And that's a good message and a reminder for all of us. Of course, we understand that sometimes life gets in the way of our best intentions. But I ask you to give Division 8 a bit of your time during 2023. We could use your help with spring and fall train shows. And you could join us for the summer picnic on July 15<sup>th</sup> – details of this year's picnic will be announced at the January meeting. Come to some meetings during the year at our new location – the Jeffersontown Library or attend online via Zoom. Join us on Zoom for a Gathering or Bull Session. And vote in the monthly modeling contest. Attend the Christmas Party – which is THE Model Railroading social event of the holiday season.

We've done our best to make all these activities easily accessible for you to participate in. We recognize that not every member lives a convenient distance from Louisville where we hold our in-person meetings. That's why many of our activities are available on-line. And links to our social media sites and all kinds of information about what's happening in Division 8 is available on our website here - [Division 8 Website](#)

We think we're doing a good job of keeping you informed about what's happening in Division 8. If we can do something more or different to help you participate, let us know. Send an email to [division8.mcr.nmra@gmail.com](mailto:division8.mcr.nmra@gmail.com) this email address is not a group email. Your comments are only seen by the media committee, and we will respond back to you. We'd like to hear from you.

Why should you participate? Because the Model Railroading Hobby is way more fun when you share your interests with friends. Maybe you don't know us. And maybe we don't know YOU. There are 130 Division 8 members as of December 2022. If we don't know you yet, we'd like to. You can participate with Division 8 in-person or virtually online. If you have never been to a meeting, see what our meetings are all about by viewing one on our YouTube channel here – [Division 8 YouTube Channel](#).

If meetings aren't for you, that's fine. Just come for the presentation in person or online. There are no demerits for just attending the meeting presentation. We have Kathy Millatt joining us at the January meeting all the way from England. Yes, THAT Kathy Millatt!

Have you met NMRA President Gordy Robinson yet? He's around all the time and he lives on an island off the coast of Scotland in the North Atlantic Sea. But we see him all the time and he's virtually attended several of our meetings. We'd like to see you too! Come join us in 2023. You are most welcome to attend.

## TIME TABLE

**Jan 14**, Sat 2PM, Div 8 Virtual Gathering.

**Jan 21**, Sat 2PM, Div 8 Hybrid meeting, Jeffersontown Library and Zoom.

**Jan 29**, Sun 10AM-3PM, Central Indiana Train Show, Lebanon, IN.

**Feb 11**, Sat 2PM, Div 8 Virtual Gathering.

**Feb 18**, Sat 2PM, Div 8 Hybrid meeting, Jeffersontown Library and Zoom.

**Mar 11**, Sat 2PM, Div 8 Hybrid meeting, Jeffersontown Library and Zoom.

**Mar 11**, Sat, Div 7 Flea Market & Trade Show, West Chester, OH.

**Mar 18**, Sat, Div 8 Train Show & Sale.

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

**Apr 15**, Sat 2PM, Div 8 Hybrid meeting, Jeffersontown Library and Zoom.

**May 4-7**, Rails to Pittsburgh, MCR Regional Convention.

## DECEMBER 2022 CHARLIE KEELING HYBRID MODEL CONTEST

By Barry Christensen, Contest Chairman

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

For December, the 2022-2023 Charlie Keeling Hybrid Model Contest had two firsts: having highway vehicles as a separate category, and our first time having an all-virtual contest due to having the Christmas Party rather than a meeting.

There were four entries in the highway vehicles category. Honorable mention goes to Bob Frankrone for his Rail Inspection Truck. Third place goes to Russ Weis for his Purina Chows Tractor Trailer. Second place goes to Rick Geerts for his AmeriGas Trucks. First place goes to Jacob Butler for his Hatco Industries Box Truck. Congratulations to our highway vehicle modelers!

The revised point totals are now: Rick Geerts with 15, Ed Brennan and Bob Frankrone with 11 each, Jacob Butler with 9, Steve Lasher and Stan White with 6 each, Russ Weis with 4, Kevin Jones with 3, Eric Waggoner with 2, and Joe Martin with 1.

The January Contest is **FREIGHT CARS**

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

- January 7th - First day to submit entries
- January 14th - Last day to submit entries
- January 19th - Members receive the Contest Ballot
- January 19th & 20th - Voting in the Contest Ballot ends @ 10:00 PM on the 20th
- January 21st - Winners announced by email - 1st, 2nd and 3rd

If you need more information, go here - <http://div8-mcr-nmra.org/site/html/contest.html> . To enter the January 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](mailto:division8.mcr.nmra@gmail.com) . Contest dates will also be listed in the [Groups.io](https://groups.io) Calendar. And as always if you have questions, comments, or need help, email [division8.mcr.nmra@gmail.com](mailto:division8.mcr.nmra@gmail.com)



## JANUARY MEETING INFORMATION

The January meeting is 2 PM **Saturday January 21, 2023. We will meet at our new location, Jeffersontown Library, 10635 Watterson Trail, Louisville, KY 40299.** 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. Our presenter will be Kathy Millatt MMR®, “Modeling Water.”

## MEMBERSHIP REPORT

By Stan White Membership Chairman

As of December 1, Division 8 had 128 members. There were three new members; Chris and Paul Hansen, and Robert Willis. Two members renewed: Bob Frankrone and Tom Guenther.

## MEMBER WELFARE REPORT

Mike Berry Member Welfare Chairman

Get well cards and gift cards were sent in December to Tom Guenther and Bob Dawson after their recent hospital stays. As always, if you know of any member or their close family hospitalized or worse, please pass the information along to the Member Welfare Committee.

## MEMBER WELFARE FUND 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-\$50; Eric Waggoner-\$25; Fred and Barbara Soward-\$100; K & I Model Railroad Club-\$25; Rob Cooper-\$200; Stan White-\$50; Stephen Taylor-\$30.

If you wish to donate, email the amount to [division8.mcr.nmra@gmail.com](mailto:division8.mcr.nmra@gmail.com) and we'll email you an invoice to pay online. When you pay online, you'll get an immediate receipt of your donation. Or call us at (502) 653-5371 with your donation amount and we'll email you the invoice to pay online. Or use the invoice to send a check. While a check may seem convenient, online payment saves us a trip to the bank - and you a trip to the Post Office. We are a volunteer staff. Please help us save some time. Keep in mind we are a 501(c)(3) Non-profit. Your donation may be tax deductible depending on your own tax situation. Check with your tax advisor.

**DECEMBER CHARLIE KEELING MODEL CONTEST**

*Photos by the Modelers*



**FIRST PLACE**

Left: Jacob Butler's "Hatco Industries Truck."

Jacob began with a Walthers Scenemaster plain white unlettered International 4900 Single Axle Box Van. He prepared the box by puttying and sanding a prominent injection molding point. He then primed it and air brushed it with white paint.

He used a metallic silver Sharpie for the framing, door hinges and latches. When it had dried, he then airbrushed the box with Future floor polish in preparation for decals. He decaled the model using custom and commercial decals.

**SECOND PLACE**

Right: Rick Geerts' "AmeriGas Trucks."

All 3 trucks were made from a basic Walthers SceneMaster #949-11530, International 4300 truck dual-axle. Cabs were removed and nano lights and drivers added. The tank and base were 3D printed and painted then added to the truck frame. Rear lights and rubber mud flaps were added. And last but not least, decals were added.



**THIRD PLACE**

Left: Russ Weiss' "Purina Chows Tractor Trailer."

Russ began with a basic Classic Mini Metals tractor and trailer.

He removed the original under cab steps and gas tanks and installed replacement tanks on the back side of cab.

Mirrors were added and the model was weathered.



**DECEMBER CONTEST** *(continued from page 3)*

Honorable mention:



**HONORABLE MENTION**

Left:

Bob Frankrone's "Rail Inspection Truck."

**DIVISION 8 CHRISTMAS PARTY**

Below are some photos from the Division 8 Christmas Party. The 2022 Christmas party was held on Saturday December 3 at the Corner Café Restaurant. *Photos by Barbara Soward*



**FROM THE ASSISTANT SUPERINTENDENT**

*By Fred Soward MMR®, Division 8 Assistant Superintendent*

If you've been following along on Facebook, you already know the big adventures in layout building/work for December. If not, or if you just want a reminder, here's what's been happening.

In December, Ron Ellison and I spent a full day on Tom Guenther's new layout, working to build out the last of the benchwork he wanted to get in place prior to his shoulder surgery in late December. We went through a lot of lumber that day, surprising all of us at how quickly and efficiently we worked. There's still more benchwork to finish in his upstairs layout area, but that will wait until he's finished working on the final plans to connect it all together. For now, he can start laying track and we can start doing some trial operating sessions.

In our basement, I installed trackwork in the industrial area/interim hidden staging area in the HVAC Room pass-through section of the layout. That started with the scratch build of two crossovers as well as three additional #6 turnouts. All that, along with several feet of code 83 flex track, is now in place in Sergeant (South San Jose). One of the industries there is a freight car repair facility with three designated tracks: 1. Cleaning; 2. Repair/Reconstruction; 3. Painting (inside a closed structure). Switching that industry will involve the usual tasks of setting out cars for work and picking up cars that have finished being worked on, as well as moving cars from track 1 to 2 and from track 2 to 3, and delivering cars with supplies and cleaning solvents. There will be quite a bit of action in one little area for a crew working that job. Where'd the idea for this come from? An operating session Eric Waggoner and I attended way back at the 2016 MCR Convention in Columbus, Ohio! Ron Ellison and I talked it through a while ago. We agreed there was room to make it happen in that space and that it would be a good addition to the operating scheme. Hoping to try out that job with some folks right after the first of the year. I'll let y'all know how it goes when we do that.

All in all, it was a good month for layout building and a good month for working on model railroading with fellow Division 8 members.

**NEW HOBBY SHOP**

There's a new hobby shop in town! Well, it's not in town but "Cross de Rive" in Sellersburg. We found out about **UpScale Hobbies** when they rented 3 tables at the fall Train Show & Sale. We hope you had a chance to meet them at the show. But if not, they'll be back at the spring show with 4 tables. They are Chris and Tasha Baskett. Their store in Sellersburg opened January 2022 but they were an online store prior to that. They want to expand their model train business. They have a nice supply of model paint and Evergreen plastics. If you're over that way, stop in and say hey! Their normal hours are Monday thru Friday from 9:00 am to 6:00 pm. See their ad here in *The Pie Card*.

**ACHIEVEMENT PROGRAM**

*By Mark Norman MMR®, AP Chairman*

"The NMRA Achievement Program is one of the jewels of the organization that helps meet its goals towards education. The program covers building models, scenery, structures, track work, and wiring. The program also recognizes service to the hobby and the NMRA." This quote was taken from the Garden State Division website. Occasionally, someone will say something to the effect that participation in the Achievement Program is for those seeking recognition. While that may be true for some, it has been rare in my experience. Those who participate, by and large, are seeking to improve their modeling skills and learn new things. They enjoy the feedback they receive and the camaraderie. True, they have to do their 'homework'. There is an evaluation of their skills with feedback. This does have a score, just like any other 'homework'. If the AP program is about education, it only seems appropriate to get recognized for passing a grade level. Of course, there is one huge reward – CAKE! Earn seven certificates across the four categories and the division will throw a party for you!!!

**SIGNALS – AN ENGINEER'S VIEWPOINT**

*By Steve Lasher*

After watching Bruce DeMaeyer's presentation at the October 15, 2022 division 8 meeting, I thought it was interesting to find someone who grasped what railroad signaling was about. Bravo, Bruce! So, if you've digested what's been presented and are at all interested in how this translates into the real world, stay tuned, I've got just the stuff for you. [ed. You can see Bruce's clinic on the Division 8 YouTube channel: [https://youtu.be/volRWw\\_Xzhc](https://youtu.be/volRWw_Xzhc)]

In general, railroad signaling is based on the premise that big freight trains and fast passenger trains and their engineers don't like surprises. As long as those green (clear) signals keep coming up, your speed is only restricted by permanent speed restrictions, timetable/special instruction speed restrictions, and train order (slow orders). You need not worry about running into anything.

But, (and it's a big one) what goes on when you come up upon something other than "clear"? Well, the wheels and gears begin turning upstairs and you begin to think about lots of factors that go into deciding your next actions.

I'll give you an example and for reference I'll use the "Uniform Code of Operating Rules" that was in use on the Rock Island and Cotton Belt because it's probably the simplest. So, let's say you're out on the mainline happily sailing along on a priority train - a nice, well-behaved train of say 60 loads and 40 empties with 4 good GP-40-2's with working dynamic brakes, at "maximum authorized speed" - say, 60mph and you come around a gentle curve and when the next signal comes into view, you see it's displaying a "flashing yellow" or, "Approach Medium" which is defined as: "Proceed reducing to 35mph before reaching the next signal". A kicker - you know there's a train ahead of you.

Some of the thinking that goes through your head is: is the terrain coming up flat, uphill, downhill, or undulating? To comply with "Approach Medium" on flat or uphill terrain it may only be necessary to ease off on the throttle to reduce speed to 35 mph. If it's downhill, you may have to use the train brakes (big air). At 60 mph the dynamic brakes will have little effect on your speed. But you have to keep in mind the location of the next signals and the terrain leading up to them. Knowing that if you use the automatic air brakes (train brakes) and release them there will be a recharge time and if you have to use them again before they've completely recharged, they won't be quite as effective. If you get the speed down slow enough, the dynamics won't bring you down to a complete stop but they may be effective enough to slow you down to where it will be easy to bring the train to a complete stop. So, if we leave the throttle out and set a "minimum reduction" on the train brakes and start reducing the throttle, we'll be down to the required 35 mph before we pass the signal. In fact, we'll hang on to the brakes after we've passed the signal and release them when we come down to about 32 mph or so and by the time they've completely released we'll be down to about 27 or 28 mph and we can begin to bunch them up with the engine brakes and start to carry them on our back with the dynamic brakes.

When the next signal comes into view it's yellow, or (Approach) and stays yellow until we go past it (with our minimum reduction still set). The "approach" indication is defined as "Proceed, immediately reducing to 40mph or slower if necessary, prepared to stop at the next signal". So, we've released the train brakes and are currently drifting along with a light dynamic application at about say, 25-26 mph so no need to worry about reducing speed. When we come around another gentle curve, we can see the next signal is red and displays a "Stop and Proceed" indication (it has a number board on it) and - uh, oh, a caboose sitting not far beyond the signal. Carefully judging where we'll stop, we wait a bit before putting the train brakes on "minimum reduction" and, with a little a little dynamic brake manipulation, we can stop within a couple car lengths of the red signal. Our head brakeman walks up to the caboose and comes back saying the conductor said they had stopped from an unintended emergency application and their air wouldn't come back up so his trainmen were out walking the train. In this situation though, you can see the signal system did exactly what it was intended to do because, in the old days or if this had been dark territory, if the flagman had not done his job promptly, you'd have had a mighty ugly derailment on your hands and probably some employee fatalities as well.

So, the bottom line is, as the rules say, that signals are intended to convey information and instructions. How you respond to them is a judgement call based on many factors. Knowing your terrain and the location of the signals is of paramount importance but, additional factors such as train make-up, limitations of the automatic and dynamic brake systems, weather, and a hundred other considerations that factor into your decisions about what to do and when to do it. It's always worth remembering that "early and gentle" are almost always better than "late and hard" - remember, big freight trains don't like surprises! The idea is to keep your train safe and in one piece and, for that, it's a thinking man's game.



Left:

Part of the Division 8 “delegation” at the 2022 Great Train Show that was held December 10<sup>th</sup> and 11<sup>th</sup> at the Kentucky Exposition Center.

The Division had an “Information Station” at the show. Stan White brought his highly detailed module which generated a lot of questions from attendees.

*Photo by Stan White*

## PIKE SHOW CASE

For many of us, our introduction to model trains came with receiving a Lionel or American Flyer set for Christmas.

Left: Harry Munzer of Greenville, IN has taken this to the extreme with his vintage Lionel layout.

*Photo by Bob Dawson*



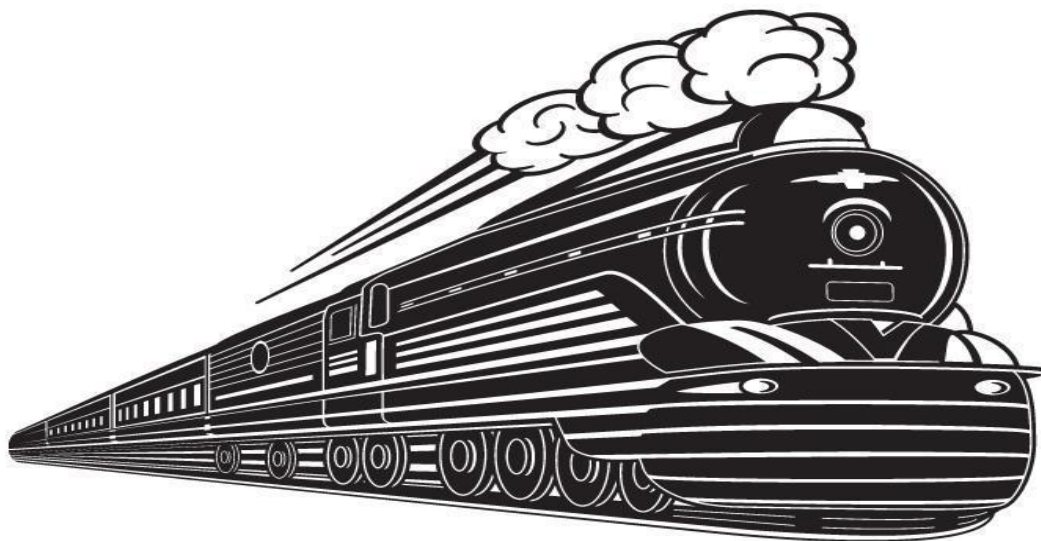
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**10 AM to 3 PM**

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- Show features
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Popular Vote Contest  
 "Favorite Caboose"

Model Registration: 10am to 11pm  
 Voting: 11am to 1:30pm

Winners announced: 1:30pm

All in attendance are asked to be sure to stop by the contest table and vote for your favorite structure.

Contact: Jim Shellhaas at (317) 750-4834 or  
 jshellhaa@butler.edu  
 Check out our website at <http://www.cidnmra.org>

For your information, the CID Franklin show will be August 5-6, 2023



Produced in cooperation with the Boone County Convention & Visitors Bureau

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## Division 8, MCR, NMRA

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

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Tom Guenther	502-363-3113
Russ Weis	502-245-7991

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**MID CENTRAL REGION OFFICERS**

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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](mailto:division8.mcr.nmra@gmail.com)

**THE PIE CARD**

Division 8-MCR-NMRA  
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Deadline for submission of articles is the 20<sup>th</sup> day of the previous month. The Pie Card goes to press by the first of each month. Photos are preferred to be a JPEG format. Documents should be submitted as a word or similar format. No PDF's please.

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**Coming soon! Division 8 sweatshirts.** Watch for more information in February.