



The Lantern



Volume 3 Issue 7

Division 10, Mid Central Region

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**National
Model
Railroad
Association**

The Lantern is a monthly publication of Division 10, Mid Central Region, National Model Railroad Association. Opinions expressed herein are those of the authors and do not necessarily reflect those of Division 10, the Mid Central Region, the NMRA, or anyone else.

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Message From The Superintendent

I hope to see you at our July 1st meeting at the Beaumont library, with a clinic on Garden Railroading by Paul Busse; and don't forget to bring a friend.

Ray Persing, Superintendent of Division 3 in Dayton, wrote the column below to the members of his division, regarding the proposed increase in NMRA dues and the best way for all members to get full value from their membership. Pete and I both liked the article so much we decided to reprint it in *The Lantern* as a guest editorial, with Ray's permission. I hope you enjoy his thoughtful comments.

Fred

Ray Persing's article:

As many of you have heard, the NMRA is contemplating a major dues increase. The reasons for this are many. Some of them go back to poor business decisions made in the 70's. As an example of this, how many of us got a life membership for \$100 or \$160? While I don't fault anybody for taking advantage of that opportunity, that's one of the things hurting the NMRA right now.

Other problems are more recent, including over-optimistic revenue projections, failure to complete money-raising projects on time (such as the Heritage Cars, or the upcoming Porter book), and just plain poor money

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Editor's Notes

Thanks to Mike and Fran Hale from the Louisville Division for the great clinic on Prototype hand signaling. The presentation was well organized and informative, and the handouts provided a way to retain all the important points of the presentation.

You can see a few pictures of the clinic in the photo album on our web site, as well as a few of Alan Brock's HO layout, the site of the tour. Thanks to Alan as well for hosting the tour, and to John Gorman for taking the pictures.

If you attended the June meeting, you will see the humor of the Bring & Brag awards posted on page 4 of the newsletter. Be sure to bring your

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Division 10 Still has several of the MCR exclusive HO scale 50's Classic Mobile Home Trailer kits in stock.

Price is \$14.95 each for one, or two for \$25.00. Add \$2.00 S&H for one kit, or \$3.00 for more than one. To order, send your check to Mike Baskette :

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See Mike Baskette also for MCR Pins & Patches: \$3.00 each

4 sold last month.

Get yours now!

“STUFF” & OPPORTUNITIES

Fred Plymale and Mike Armstrong occasionally have or know of *members' overstock* situations and other opportunities to acquire “stuff.” for liquidation. Get in touch with them to find out if anything is currently available. These liquidations, generally via a web auction, bear a 15 to 20% fee.

The Lantern is in a position to advertise your “overstock” items, for a fee of 10%.

Contact Pete Birdsong to arrange for an ad, or Mike or Fred for liquidations.

Also, it's a good idea to come to the Tuesday night meetings. Quite often someone will bring in something no longer needed, and it is usually bought on the spot.

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Editor's notes

own B & B item to get in on the fun, and to keep Fred and me from getting all the awards!

If you're part of the operations group, be sure to check out **Bill Robbins'** layout on our tour this month; Bill is contemplating hosting future operations sessions, so now's a good time to start getting familiar with his layout. By the time you read this, we'll probably have had another operations session on my layout, Tuesday, June 19.

Welcome to new N-scale father/son members **Rich and Leland Mittan**, of Lexington. Membership at 97.

Pete

Committee Chairs

Achievement Program	David Greer: 859 296 4313
Advertising & Programs	Open
Community Activities	Bob Richardson 859 219 1583
Company Store	Mike Baskette 859 278 8150
Contests	Alan Brock 859 269-3250
Conventions & Shows	Wendell Greer 859 272 8731
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Member Aid	Joe Holbrook 859 277 5838
Membership	Franklin Miller 859 269 3205
Newsletter Editor	Pete Birdsong 859 268 1462
Webmaster	Pete Birdsong 859 268 1462

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Superintendent's message

management. Bottom line is, a dues increase is coming, possibly to as much as \$48 a year. It was **the** major item of discussion at the recent Region board meeting. The NMRA National Trustees are putting the finishing touches on a Long-Range Plan that I hope to share with you soon. This plan should put the NMRA national organization on a sound financial and organizational footing for the first time in many, many years.

Given the projected dues increase, there has been a lot of debate going on in various corners regarding the relevance of the NMRA. It is hardly the only game in town, with all the clubs, magazines, historical societies, N-Trak, and other opportunities we have. There are many who claim that the NMRA has, in fact, outlived its usefulness and should quietly go by the wayside.

I do not believe that the NMRA has outlived its usefulness. We may need to rethink the relative importance of its various functions, however.

The NMRA is not a competitor with Model Railroader, the SIGs, or the Historical Societies. You aren't a competitor unless you provide substantially the same product as somebody else. The NMRA provides a unique product that nobody else does on a national basis.

There is still a need for a central standardization organization to ensure that the manufacturers (and the rest of us) continue to have the ability to run each others' equipment on each others' layouts. Witness DCC. How many years did we have multiple (incompatible) command control systems before DCC? I promise you, eventually, there will be another instance like this that will require the guidance that Stan Ames and the rest of the DCC people gave us.

Standards, however, is no longer the NMRA's primary product, as it was in its formative years. It is simply a valuable public service.

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In Appreciation....

Many thanks to our Sustaining and Patron members listed below. (Sustaining members contribute \$10.00 per year, and Patrons \$20 or more.) We encourage all members to help support *The Lantern* and our website. A number next to a name indicates a second or subsequent donation.

PATRONS

SUSTAINING MEMBERS

Carl Adkins	Jerome Baker	Mike Baskette
Mike Armstrong	Pete Birdsong	Dennis Brennan
Burt Brashear	Alan Brock	Richard Crane
Tom Brough	Harold Burks	John Deville
John Gorman	John Greene	Mark Hunt (2)
Wendell Greer	Joe Holbrook	Ron Kercheval
Lou Jaquith	Skip Keyser	Frank Miller
Bob Lawson (2)	David Mikulec	Bill Paulsell
Fred Plymale	Bob Richardson	David Reed
Bill Robbins	Ed Sims	J. Roberts
		Wes Ross
		Ron Saylor
		John Stokes

**Support Our Local
Hobby Shops**

Our advertisers are supporting us with their ads, so let's support them with our business! A strong retail network is vital to keeping the hobby visible to the public, and provides valuable help to newcomers. By our patronage of their stores, they are able to continue bringing more people into the hobby, and promoting our organization.....

win-win!!

(Continued from page 2)
Superintendent's message

I feel that the NMRA is, at this point, largely a social organization. The primary benefits are derived from participation. If you don't participate, you are unlikely to get your money's worth from your dues. The same is true from any organization that charges dues. How many of us continue to pay dues at the local railroad club, or Elks lodge, or whatever, and then refuse or neglect to participate? How many keep up their memberships, just to have the choice to participate?

As an example, Division 3 has nearly 200 on the rolls, with about 30 of those who participate on a regular basis, and another 30 who show up a few times a year. Of the remaining 140, some simply don't want to make the long drive, others have different priorities, and some are still mad about slights (real or imagined) that happened years ago. The division leadership can't control any of that - we just try to provide a good quality program, and let people know where and when we'll be meeting. If a problem develops that we're aware of, we try to correct it. We cannot be held accountable for faults of previous boards, but we will try to correct problems if they still exist.

If you're not participating, why not? Well, if you aren't provided the information to allow you to participate, such as a meeting schedule, the organization is at fault. However, only to a point. If you haven't tried to contact them, you have to share the blame. With hundreds of people in a division, and thousands in a region, the membership has to let the leadership know if there's a problem. We don't know if you don't tell us. If you don't know who to contact, I believe the names and phone numbers of the Region trustees are in the Bulletin. In the last resort, contact National - they can point you in the right direction. You're looking at four phone calls, worst case.

The regions and divisions are providing services, but they aren't free. For those regions and divisions like ours who

aren't collecting dues, you pay for the services through a head tax at a convention, or by helping at the local train show, or through some other means to earn the money to pay for the printing and postage of the newsletters.

Sometimes, others are earning for you the right to receive that free (or less-expensive-than-it-could-be) region and division newsletter, by doing your stint at that train show. Very often, they are the same people who dedicate their spare time to arrange for meeting places, edit newsletters, get guest speakers in, and organize conventions. I know that those people are getting their money's worth out of their membership dollar, because they are also there to enjoy the fruits of their labors.

As with many organizations, those people represent about 10 percent of the total membership. We do it gladly, because the friends we have made in the NMRA we wouldn't give up for anything. We do it because we know that we have some very dedicated (underpaid) people down in Chattanooga who will do their best to help us, whether it be by tracking down an errant membership renewal or searching for data in the library on an obscure prototype. We do it because (for the most part) it's fun and satisfying.

Be grateful for that ten percent of the region or division that does these things: if they weren't there, the dues question wouldn't even come up because there wouldn't be an NMRA.

I didn't mean for this to go on quite as long as it did. In re-reading this, some parts of it may sound like I'm a little irritated. I am, frequently. The NMRA isn't just a monthly magazine - it's a club - one that numbers among its members some very accomplished modelers who will share their knowledge with you; one that provides nearly unlimited opportunities for fun and learning. It frustrates me that many members don't seem to understand that, or take advantage of those opportunities.

As with all clubs, if you don't participate, you're not going to get a good

value. You need to make that decision to participate or not. Take your time - we'll be there with the coffee on and the throttle in hand.

Ray Poring.

Superintendent, MCR Division 3

BRING & BRAG

High to low or tie:	June	YTD
Pete Birdsong	5	5
Fred Plymale	5	5

Pete & Fred scooped up all honors by bringing in the ONLY ENTRIES in the June event (diesel and steam engines)! Don't let them get away with it next time!

Remaining events:

July—Freight Cars

August—Houses

September—Passenger Cars

October—Urban Building

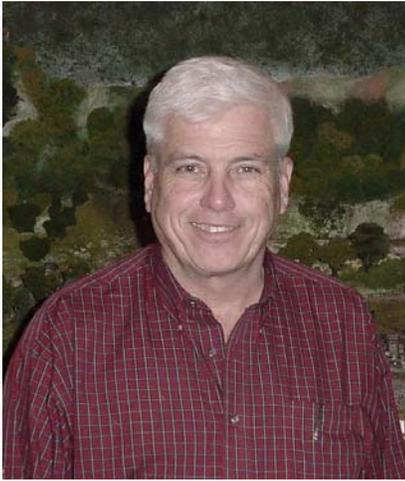
November—Caboose

December—Free Category.

See the April Lantern, or contact chairman Alan Brock, for a refresher on the rules!

MEMBER PROFILES

Bob Lawson



Bob, like many people in this hobby, had an interest in trains very early. He started with a Lionel setup on plywood tables. By high school, this had become a Gargraves track layout with scale car sizes being built over Lionel bodies, and then scale cars with Lionel trucks.

As Bob grew up in Atlanta, Georgia offered exposure to a lot of prototype railroading. Growth in the hobby was aided greatly by members of the Atlanta "0" Scale Club, which Bob joined during high school. We should all support young people of any age interested in our hobby.

Bob's interest in railroads grew to a desire to work in the field as a profession. His interest was in railroad car design. During high school, he communicated with several railroads about a career. Southern Railway was the most responsive, which led to his start there after completing Mechanical Engineering at Georgia Tech in 1962. He was brought into the Mechanical Department to work on design of special cars, where he was instrumental in the design of the tobacco hogshead boxcar (89 feet long), the All-Door boxcar, and various types of lumber and pulpwood cars.

Shortly after this, he started with a group in Atlanta and formed Southern Iron and Equipment Company, which

Witless vs Chieless

*Rivets O'Reilly and Larry Loungecar***"The Real Thing?"**

Rivets: Hey, Larry, I really like what you've done weatherin' some of your rollin' stock.

Larry: Thanks, Rivets.

Rivets: That graffiti is super realistic—did you do it with the new decals I've seen advertised lately?

Larry: Nope.

Rivets: No? How'd you do it, then? I know you didn't paint that on yourself!

Larry: Naw, I can't claim that,

purchased the abandoned Pullman plant and started building various railcars for several roads. The company was eventually sold to Evans products.

Bob has two wonderful daughters whom he joined in a new career in Children's Learning centers, which are in Lexington and Cincinnati.

He started in HO in 1972 after working with "O" scale. He has always modeled the Southern Railway in the steam/diesel transition years. His real interest is in the scenery and buildings, and he likes everything weathered and dirty. He was fortunate to secure a Southern Railway caboose a few years ago, which he hopes to turn into a railroad museum, and which currently sits in his front yard. His model railroad in Danville is open to friends and visitors at any time. He enjoys sharing the ideas, shortcuts and other things that many years of scratch building has taught him.

Rivets. What happened was, I saw some kids painting real graffiti on a wall downtown a few nights ago, and I figured this might be a good opportunity to turn their energy to something constructive. So I invited them to do graffiti on some of my boxcars, and they accepted the challenge.

Rivets: Wow, that's great, Larry.

Larry: Yeah, and a couple of them actually expressed an interest in model railroadin', after I showed them how the layout operates.

Rivets. That's really good!

Larry: Yes and no, Rivets...

Rivets: Whattaya mean, "Yes and no?"

Larry: Well it was great for the two that got interested, but the third one saw a great opportunity for more vandalism, and took his switchblade to my layout.

Rivets: Oh, no, Larry! That's terrible!

Larry: Well, yes and no, Rivets...

Rivets: Whattaya mean, "Yes and no?"

Larry: I've been meaning to re-do that section of the layout anyway!

Rivets: I'm outta here, Larry.

AROUND THE BEND...

July

July 1: NMRA MCR Div. 10 , 2:00 pm, Beaumont Library, Lexington, KY. Program by Paul Busse: clinic on Garden Railroading.
Tour: Bill Robbins.

July 7: BGRRC Annual picnic at the KY Railway Museum in New Haven. (Changed from the original date of July 14.)

July 8-15: NMRA National Convention and National Train Show in St. Louis, MO. Link to their site from our web page.

July 13: BGRRC at 7:30 at the Meadowthorpe Community Center. Program by Ken Cotton on final steam trials & programs on

the B&O/C&O.

July 27-28: LCCA National Convention, Lexington Civic Center.

August

August 4: Summerrail 2001 at Cincinnati Union Terminal, sponsored by the Cincinnati Railroad Club.

August 5: NMRA MCR Div. 10 , 2:00 pm, Beaumont Library, Lexington, KY. Program: Creston Parker on building an advanced module.
Tour: Tom Brough.

August 10: BGRRC at 7:30 at the Meadowthorpe Community Center. Program by Ray & Renee Grosser—modeling clinic.

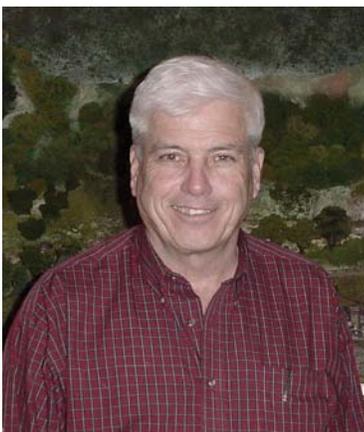
September

Sept. 14 -16: NMRA/Pride in Pulaski *Railroad Days* in Somerset



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A 'Real' Railroader! (See Inside)



STAMP