



# The Lantern



Volume 9, Issue 10

Newsletter for NMRA Division 10, Mid-Central Region

October, 2007

## *The Super's Column*

By Bill Paulsell

Our Labor Day weekend meeting was first rate. I counted 30 people in attendance, including two new visitors who are both building layouts. Pete Birdsong gave an excellent program on RailOps software, a program that will set up operation schedules. Some of us are into serious operation and this program, once you have everything in place, takes a lot of the work out of preparing for a session. We had an unusually large number of entries in the photo contest that were fun to see.

Summer vacation time is over and it's time to get back to our layouts. We have many talented modelers in our group from whom we can all learn. If you have a program you would be willing to offer, please let me or Mike Baskette know and we will put you on the schedule.

One of the many benefits of NMRA membership is knowing other modelers. I mentioned Sunday that when I lived in a small town in North Carolina, I was the only member in town. However, after moving to Lexington and joining Division 10 I have come to know many of you and look forward to getting to know everyone else. We have a great hobby, and knowing other modelers adds greatly to the fun. I want to thank Fred Plymale, our first Superintendent for getting Division 10 up and running. Bill Robbins and John Gorman have provided great leadership for us. My goal is to do as much for the group as they have done.

We had an active summer of layout visits! In June the Grossers welcomed us to their farm, where we enjoyed their two layouts and restored steam tractor. An August trip to Danville took us to Bob Lawson's exquisite



*A view from the White Pass & Yukon. See Page 4 for details.*

Southern RR layout, John Bowling's huge L&N operation, and Robin Grider's Danville RR Club layout

A few of us spent another Sunday visiting large layouts by NMRA members in West Virginia and Ohio.

In October, we will have a program by Lou Jaquith about the Paducah and Louisville. Lou has designed paint schemes for their locomotives and has painted many HO models for the railroad. Then we will visit Pete Birdsong's N-Scale and his new On30 logging layouts. Both are definitely worth seeing.

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## *Bring n' Brag September Results*

By Ron Kercheval

Our Bring n' Brag season got off to a rousing start with no less than *eleven* entries! Photography was the topic and two whole tables were covered with

Lou Jaquith took first place with his sharp looking enlargement of a Paducah & Louisville train coming out of a tunnel. Matthew Coles came in second with his interesting black and white study of an abandoned caboose with a political poster on its side. Third place saw a tie Stew Winstandley's print of a large scale Indiana GP38 pulling a freight with a 1:1 scale figure of John Gorman riding one of the cars, shared honors with Ron Kercheval's black and white detail of L&N Pacific No. 152's side rods.

Lou also had photos exhibited on the Show and Tell table. I was overwhelmed and encouraged with the participation and attendance of our meeting! We have a lot to look forward to.

Next month's subject is dioramas. We should have plenty of inspiration from Bob Lawson's great clinic earlier this year and our recent visit to his new addition in Danville. Also, don't forget our Sale/Trade table is always open; I was able to unload a few extra pieces



## National Model Railroad Association

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

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<b>Turfland Schedule</b>	Stew Winstandley
<b>Webmaster</b>	Pete Birdsong

## In Recognition...

Many thanks to folks listed in the column below. They have given their time, materials and/or money to support our club. We encourage all members to help with financial support to The Lantern and our website or with their time and/or materials to support our layout at the Mall and the Division 10 train shows. To be listed here your contribution needs to be at least \$20 in cash or material valued at \$50 or a total of 20 hours time within the last year. Division 10 receives NO monetary support from the NMRA or the Mid Central Region. Division 10 is recognized by the US government as a 501c3 corporation and your cash or material donations may be tax deductible.

Contributions of money, materials and time should be reported to John Gorman so that he can keep track of them.

To the right of each contributor's name is the date of his or her latest contribution. Whenever one makes a contribution of money, material or time, his or her date will be updated and for new contributors, their name will be added. Folks who have not made a contribution in one year will be

Tony Lucio	9/23/2007
Robin Grider	9/18/2007
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Raymond Cox	8/28/2007
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Robert Lawson	8/05/2007
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Tom Krill	10/01/2006
Tom Miller	10/01/2006
David Toles	10/01/2006
Alan Brock	8/30/2006
Phil Lester	8/22/2006
Michael Tyra	8/16/2006

*If you have made a donation of money, materials and/or time that is not reflected on this list please notify John Gorman! THANKS!*

## Scale Reproductions Hobby Shop

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**MCR Division 10 continues to thank**

## Turfland Mall

**for the generous donation of space to display and run our  
N-Trak Layout**

## ***Minutes of the Division 10 Executive Committee Meeting, September 6, 2007***

**Attending:** Bill Paulsell (presiding), John Gorman, Bill Robbins, Tom Miller; Pete Birdsong; Ron Kercheval, Tony Lucio; Ed Butcher; Lou Jaquith. **Absent:** Mike Baskette

The Meeting was called to order by Superintendent Bill Paulsell. The minutes of the previous meeting were reviewed. It was moved and seconded, approval was unanimous.

**Old Business:** Train Show: Bill Robbins presented a report on the number of tables for the show. Bill distributed a list of confirmed vendors, including two dealers, signed up to date. Eight tables have been paid for with a total of 16 tables. It would cost \$700 for the room plus advertising; we would lose the \$100.00 deposit if we cancel. Discussion followed.

John Gorman encouraged the group to have the show, then after considering pros and cons the group reconsidered that option. John Gorman asked if we want to have the show as a part of our mission. The group favored this mission; further discussion followed. Motion: It was moved that we do not have the show this year. Seconded. Unanimously passed. John Gorman will contact the temple and Bill Robbins will contact the dealers regarding this decision.

It was agreed that we should retrench and aim for next year for a show. As an alternative to the show, Pete Birdsong suggested having a train swap. Locations and parameters were discussed. If we had a swap meet, we would limit the mailing and use classifieds for advertising in the spring. Further discussion followed. Motion: Hold a swap meet March 15, 2008 at Turfland Mall. No admission or charges. Seconded. Unanimously passed.

**New Business:** Future planning: Several suggestions were presented

and discussed. Initial discussion included: the NMRA Achievement Program and a "Super B&B". There was consensus that we need to improve the quality of our meetings.

Several suggestions for the meetings included: David Oswald building tunnels; railroad prototype modeling; expanded B&B with presentations about what is brought before the vote at B&Bs; home visits on Tuesday nights in addition to the mall meetings; day trips to visit layouts in Louisville, Cincinnati, Dayton, Frankfort, and/or Berea, with possible cluster tours like the Danville program be scheduled for these sites. Bill Paulsell will contact the superintendents in Louisville and Cincinnati to explore these options

Corrections to the Lantern include corrected telephone numbers for Lou Jaquith and Tom Miller.

**Adjournment:** It was moved and seconded that the meeting be adjourned. The next scheduled meeting of the executive committee will occur on Thursday night, November 15, 2007 at 7:00 PM.

<b><u>Treasurer's Report</u></b>	
<b><u>August 2007</u></b>	
Beginning Balance:	\$ 4,043.18
Income:	
Patrons, Drawing, club cars	\$ 269.00
Expenses:	
Lantern	\$ 182.48
Show Refunds	\$ 160.00
Internet	\$ 80.00
<b>Ending Balance:</b>	<b>\$ 3,889.70</b>
	Bill Robbins Treasurer

## **Bring n' Brag Schedule**

October 2007	Dioramas
November 2007	Steam Locomotives
December 2007	Off-line Structures
January 2008	Freight Cars
February 2008	Diesel locomotives (incl. Traction)
March 2008	Passenger Cars
April 2008	On-line Structures
May 2008	Non-revenue incl. Cabooses & MoW

## **Bring n' Brag Rules**

*Points are awarded as follows: One point is given for your first entry; a second point is given if that entry is "On Topic". Peer judging then awards three points for First Place, two points for Second Place, and one point for Third Place.*

*Multiple entries may each win points for placing.*

## **Bring n' Brag Standings**

<b>High to Low / Tie</b>	<b>Sept</b>	<b>Pts.</b>
<b>Lou Jaquith (1st)</b>	5	5
<b>Matthew Coles (2nd)</b>	4	4
<b>Stew Winstandley (T-3rd)</b>	3	3
<b>Ron Kercheval (T-3rd)</b>	3	3
<b>Bill Paulsell</b>	2	2
<b>Tom Miller</b>	2	2
<b>Phil Lester</b>	2	2
<b>David Battin</b>	2	2
<b>David Oswald</b>	2	2





*Another spectacular view on the White Pass & Yukon Railroad.*

## ***Riding Rails on the White Pass & Yukon RR***

By Tom Miller  
Photo by Stew Winstandley

The White Pass and Yukon Railroad provides a 21st century adventure back in time. This railroad is the most popular land voyage to Alaska, through the famed "inside passage" along the shores of British Columbia and southeastern Alaska, to the gold mining city of Skagway. Take note: one who only sees the shores and the town of Skagway, only sees the fringe of this great Alaskan Northland of Klondike and Yukon gold rush lore. One *must* take the White Pass and Yukon Railway tour. The WP&Y trip goes beyond the small towns, offering some of the most interesting parts

of an Alaskan trip.

The WP&Y only runs for travelers during the summer. With a delightful season climate, flowers and sunshine, and awe-inspiring views of the mountains, lakes and rivers of the Alaskan interior, the railroad follows a wonderful trail of history.

The railroad was built in 1898 during the Klondike Gold Rush. It is a narrow gauge railroad and an International Historic Civil Engineering Landmark. Riding on the WP&Y gives the traveler a breathtaking panoramic view of not only mountains, but glaciers, gorges, waterfalls, tunnels, trestles and historic sites as well, all from the comfort of vintage parlor cars. Any railroad enthusiast will

truly enjoy the White Pass & Yukon as it steams through its second century of history. You can visit the White Pass and Yukon Railroad's website at [whitepassrailroad.com](http://whitepassrailroad.com).

For the railroad modeler, the Website has a model gallery that should be of real interest to NMRA members. In addition to several photos of models and a live webcam, there is a railfan section where you can submit questions or comments about the White Pass and Yukon and receive replies via email.

Riding along the paths that gold miners and early railroaders traversed in the great Yukon Territories was truly an adventure of a lifetime.

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**Witless & Clueless**  
The Continuing Saga of  
Larry Loungecar and Rivets O'Reilly  
Created by "Railroad" Pete Birdsong  
Written by Mike Armstrong

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Rivets: Hi Larry, What's new?!

Larry: Well, Rivets, I was gonna write Walthers a letter of complaint, but then I decided to turn a bad situation into a positive one. *AND* I have even come up with an idea for marketing a new product that I am sure will get me some money from Walthers.

Rivets: Larry, ya mean ta tell me ya got another good idea that's gonna make ya rich?

Larry: Yep!

Rivets: Just out of curiosity, how much money do ya have in the bank from all your other *good* ideas.

Larry: Aw, Rivets, let the past alone. This here is a winner and really, it's all because of Walthers.

Rivets: How's that?

Larry: Well, I been collectin' those new Empire Builder cars.

Rivets: Man, that's expensive!

Larry: Well, I been gettin' 'em from Johnny G's at about thirty percent off. And I decided to put lights in 'em. But I want you to notice somethin'. This is right outta the instructions for putting in the lights. You're supposed to use a flat Xacto blade with a rectangular edge. Ya pry the top off and put in the lighting unit. But I had a few problems.

Rivets: Why does than not surprise me? And those problems were?

Larry: Well, for one the knife kept slippin'. Every time it slipped, I cut off one of the tabs or one of those little nipples that hold the sides in place when ya snap it together. For another, I scratched the car and creased the roof edges. The car began to look like it had been to war. And not only that, every time I coupled

to it, the sides fell off and the roof popped up.

And if I got it coupled, every time I went over a turnout, it fell apart. And then it hit me.

Rivets: Uh, what hit ya, Larry?

Larry: Well, this little gizmo. I had it special made.

Rivets: It looks like a decoder.

Larry: It's got sound in it. It has the sound of an explosion.

Rivets: I hope you're not gonna say what I think you're gonna say.

Larry: I now have my own exploding passenger car.

Rivets: You *DID* say what I thought you were gonna say!

Larry: If Lionel can do it in O scale, why can't I do it in HO scale?

Rivets: Larry, why in the world would ya want an exploding passenger car?

Larry: Well, Larry, it is just a matter of makin' a silk purse outta a sow's ear. Walthers is gonna love it!

Rivets: First of all Larry, Walthers ain't gonna *love* it. They are gonna think they got another loser tryin' to make somethin' nobody in their right mind would want. Secondly, did you ever think that your modelin' would improve if ya took a little more time and had a little more patience?

Larry: Rivets, a man's gotta get ahead in life. Ya don't get ahead if ya don't try somethin' new.

Rivets: And ya don't get ahead by thinkin' up dumb ideas from a dark caboose on a rusted siding either!

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## *The Real Leviathans of Recent Lore: Why I Love Railroads*

By Tony Lucio

So my Chicago family can't accuse me of deliberately "hogging my daughter" away from them (even though I may as well live on another planet), I finally uploaded a video of Bethany online so they all could see her at their leisure. She's got plenty of relatives she's not even met yet, but the dirty little secret, unfortunately, is there are very few videos of her in the first place. I'm either too lazy or too busy living in the moment to bother with the dang video camera and tripod and tapes and battery chargers and lighting rigs and... ugh; by the time all that's down, the spontaneity is gone so what's the point? Besides, it's lot like I ever watch the videos I *have* shot all that often anyway.

So all I have are a couple low-res clips made with our digital still cam's lame video mode. As it turns out, naturally, most of the good ones involve her interacting with my model railroad. It's all good though: the trains are fun, she's a cutie, and I'm a moron—the universe remains safe!

Interestingly, after viewing one of the videos, my mother emailed me:

*"Reminds me of you when you were that age. However, when I was sitting at the crossing at 65th & Harlem last week, trying to patiently wait for the #&^%\*^ train to go past, I had to wonder what the heck you like about them??!! And that is only because I was frustrated at the fact that I can never go that way without getting held up by one. But in all seriousness, I do wonder what the fascination is. I am not knocking it, because we all have that "thing" we like, but I was a bit curious."*

You know, as much as I hate to admit it, I think I've waited my whole life for someone to ask me that.

### **I mean, what's not to love about leviathans as a child?**

Yeah, Dinosaurs and Dump Trucks and Noah's Ark and the lot. So think about it: you're a kid in the car watching the world go by around you when it all comes to a halt suddenly. You're among the first in line and you don't even see anything yet, just some flashing lights. Then you hear it: the low, loud, terrible rumble of God prowling for evil-doers. *Then* it comes into view: The Leviathan – heralded by its massive beasts of engines with hearts bellowing noise and exhaust, followed by the procession of car... after car... after car... after car... and then, just like a powerful summer thunderstorm, the spectacle passes - over as quick as it began. Calm returns and life goes on.

But those cars! As a kid I grew up in the "golden age" of railroad billboards: brightly colored freight cars with bold, beautiful logos in all manner of shapes and sizes - what kid doesn't like those things? The mysteries they held were numerous. For years I thought Burlington Northern's logo was some sort of teathy-alligator-monster-head-thing; finally seeing the "N" in a silhouetted "B" was a true "Eureka!" moment for me. And how many celebrated

rough-and-tumble icons of heavy industry would manifest a PR coup by adopting a sleeping kitten for a logo (Chessie System)? Period artworks like that still provide case studies in graphic design decades later, even as they fade away from use.

Then you have the elementary learning experience: *What's in those cars? Where are they from? Where are they going?* It goes beyond the "what's in the boxcar" game. You see sludge spilled out of a tank car, and you wonder what it is and how people are so careless and why it's always yellow. You love automobiles like I do, and you go mad trying to peer through the gaps in the protective panels of an auto rack, trying to guess which new cars are inside. You begin to notice that not all boxcars and hoppers are the same, and although you don't know what industrial engineering is, you suspect there must be a good reason for it.

But if all that merely forges a childlike attraction, the pact is sealed the first time you stand next to the tracks. I spent some of the best parts of my childhood hanging around mainlines, and I still can't get enough. Even today you can still hang out trackside and hear it approach – that low long rumble echoing faintly in the distance - and not even see it. It grows ever slow and sinister, threatening, warning, announcing its presence and there it is – coming at you faster than you thought, its crescendo of diesel trashing and turbocharged whooshing and electric whining swirl into a great bellowing symphony as its conductor blows the horns again (just for you!) in a personal greeting... your ribcage vibrates and hurts in the best way, and the symphony drones on, railed by the hard clacking thumps of hundreds of wheels pounding the iron, peppered with the occasional screech and shrill howl, all thundering by mere inches away. You dare to stand your ground, and the guy in the caboose (remember them?) waves to you, and sometimes tossed you some chalk in that age-old tradition, concluding this act's performance. In the intermission all is quiet once again, until the next performance commands the attention of all nearby once more.

Of course as I grew older, I appreciated them differently. The names, first of all. To live in the US (*especially* in Chicago) is to owe your very livelihood to the railroads, and the railroads owed their livelihood to country: *Burlington Route. (Atchison, Topeka and) Santa Fe. Rock Island. New York Central. Wabash. Louisville & Nashville. Milwaukee Road. Chesapeake & Ohio. Baltimore & Ohio. Illinois Central. Chicago and Northwestern. Frisco. Detroit, Toledo & Ironton. Soo Line. Boston & Maine...* The roll call of places far and imagined went on and on and on, tantalizing imaginative minds with adventure and discovery (what *does* "Soo" Line mean, anyway? Why is Ohio so important? Is the City of Boston as big as the State of Maine?). You learn more too: "The Pine Tree Route", "Water level route", "...For Progress", "Linking 13 great states with the nation" – doses of social studies and eco-

nomics plastered on the sides of a boxcar.

There's a reason I love the open road, and jumped at the opportunity to take a job that afforded the discovery of some of those places for myself – a calling that still yearns to this day. But it's no coincidence that as the US homogenizes and loses its regional identities, so too have the railroads consolidated into a generic alphabet soup. Gone all those great, proud, railroad names (and fantastic colors and logos) of yore, replaced with alphabet soup like "CN" "CSX" "NS" and "BNSF" stenciled on brown cars. Nowadays, watching trains to me is like scanning a crowd for a friend; so too might one of the old guard roll by, hidden under by coats of graffiti and dirt, withdrawing his presence from all but the observant few.

Ultimately though, once you become of working age, you appreciate the people even more. I've met many over the years and have always felt lucky to have them. The salt of the earth that greases the wheels of commerce and industry. The Robber Barons who financed the rails and the expansion of a nation tapping its boundless resources. The immigrants who built them. The engineers who bravely wrestled with nascent mechanical science, often paying with their lives. The brakemen and conductors who truly live the mantra "Neither rain nor snow nor sleet nor dark of night" as they inspect their mile-long charges car by car. It's the drama of people bravely fighting for survival – and coming up short (the Rock Island). It's the breathtaking vistas and earth-conquering feats of mountain railroading (Great Northern, Southern Pacific, B&O). It's the "Us Versus Them" mentality manifest for better and worse (Pennsylvania vs. New York Central).

It's the simple Joe running his own Nine-to-Fiver as well as those of thousands of others (Metra, Amtrak). It's the mechanics keeping locomotives running after 45 years and 20 million miles. It's the engineer "playing the airhorn" for Bethany. It's the engineer waving a nerdy teenager with binoculars back over to the locomotive to ask if he had ever been in one, and if not then *climb on up here and check it out!* It's hard, honest, dangerous work, from the tiniest short line to the largest intercontinental. Its rewards are the simple satisfactions of a paycheck, safe journeys, and calling home. Oh, and the private views stretching from the seething underbellies of inner-city slums to the glorious event horizons of God's Country – and everywhere in-between. Sure, a plane may be faster and a car more personal, but how many songs have been written about the romance, mystique, and legacy of *airlines*? The dangers and demands of the *automobile*?

But yes, I made that commute along and across Harlem avenue for a year when I lived on Rutherford – and I never gave myself a time allowance, and ALWAYS seemed to get a #\$\$%^ train when I could least afford to. There's no worse place to get stopped than on Harlem because of the railyard logistics in play. But as I would sit and idle in my car, my thoughts, inevitably, would wander to the above. Maybe I would see something rare (admittedly, it helps to know what you're looking at). Maybe an "old friend" would go by. Maybe I'd remember running from grampa's backyard to the street just to see what all the racket out front was coming from - and what it would look like.

But if not, for some reason, I could at least see all the semi trucks taking up space around me, and be glad that one train I was stuck waiting for at least kept three-to-seven-hundred more of them off the road.

My daughter (now almost 3) probably won't be exposed to the real leviathans the same way I was... but she's fascinated by the models nonetheless. Lots of durable old Tyco equipment (remember them?) keeps her interest. Yet I can't help but wonder if she will come to appreciate the railroads as I once did.

Absent local lines and good old fashioned Corporate RR P.R., I wonder what her lifelong "thing" will be...?

## 2007 Narrow-Gauge Convention

By Fred Plymale

Bob Lawson's "Wilmont Table Company" won the prestigious Gazette Award at the 2007 Narrow Gauge Convention in Portland, Maine. This annual award is given to the model that Robert Brown, publisher of *Narrow Gauge and Short Line Gazette*, chooses as the model he likes best in the contest room. Bob's model also won first place in the diorama category, which had many outstanding entries. You can see the "Wilmont Table Company" the next time you tour Bob's Southern RR layout in Danville, so be sure to take a closer look!

The contest room at the convention was full of many excellent models in all categories. It was the best representation of modeling that I have seen at any convention. Cincinnati's Sam Swanson, who has held several clinics for us, also won First Place with his model of a logging and saw filers shed on a flat car. All winning models will be featured in a future issue of *Narrow Gauge and Short Line Gazette*.

The convention filled two hotels; according to keynote speaker Charlie Getz, the registration was larger than the NMRA Detroit convention. I can confirm the train show had more dealers and the operating layouts were absolutely unsurpassed with one exception: Detroit did have the best and only Lego layout I've ever seen.

We had an excellent tour of the Bar Mills Factory watching the laser and spin casting machines produce their kits. After seeing a short Hollywood movie about model railroading, we visited Art Fahie's S and N scale layouts, which had a lot of beautiful waterfront that appealed to me. Art was a gracious host as usual and everyone had a great time. Our next tour was George Barrett's workshop and layout. George produces the beautifully detailed trucks that Bob Lawson and John Bowling like. George had manufactured and distributed Sheepscott kits before specializing in high end trucks.

I took lots of pictures and will be happy to share them with you at some future time. If you have never attended a Narrow Gauge Convention, I recommend you try to make one in the future. The best modelers in the hobby are usually in attendance and they certainly know how to run a convention and train show that is user friendly for all who attend.



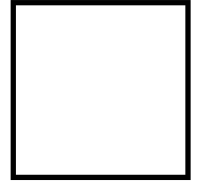
# The Lantern

Newsletter for NMRA MCR Division 10

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Email: [goingincirclez@gmail.com](mailto:goingincirclez@gmail.com)

On-Line: [nmra-division10.railfan.net/](http://nmra-division10.railfan.net/)



## Next Meeting:

Sunday October 7 @ 2:00 pm  
Lexington, KY  
Tates Creek Library

## Program:

Lou Jaquith: Modeling the  
Paducah & Louisville

## Bring & Brag:

“Dioramas”

## Tour:

Pete Birdsong’s  
N & On30 layouts

# AROUND THE BEND...

MON.	DAY	HOST	PLACE/TIME	EVENT / PROGRAM	TOUR	CONTEST
OCT	7	MCR Div10	Lexington Tates Creek Library 2:00 PM	Monthly Meeting Bring n Brag Lou Jaquith: The Paducah & Louis- ville	Pete Birdsong’s N & On30 layouts	Dioramas
OCT	12	BGRRC	Meadowthorpe Commu- nity Center, Lexington KY 7:30 PM	To Be Announced	N/A	N/A
NOV	4	MCR Div10	Lexington (Library TBD) 2:00 PM	Monthly Meeting Bring n Brag John Gorman: “Selecting & Installing DCC & Sound Decoders”	TBD	Steam Loco- motives
DEC	2	MCR Div10	Lexington (Place TBD) 2:00 PM	Monthly Meeting Bring n Brag (Program TBD)	TBD	Off-line Structures