



# The Lantern



Volume 10, Issue 2

Newsletter for NMRA Mid-Central Region Division 10

February, 2008

## *New Home for Div. 10*

The Division 10 Board of Directors, the Lex-N-Trak N-SIG group and the Bluegrass Railroad Museum (BGRM) in Versailles, recently discussed the feasibility of relocating our layouts, fixtures, equipment, supplies and meeting space from Turfland Mall to BGRM facilities. Since renovating, BRGM has space available and is seeking a viable use.

Discussion occurred at a rapid pace; the BGRM board met on January 4, the Lex-N-TRAK N-SIG group met on Jan 8 and the Div 10 Board met on January 17. Issues addressed included liabilities, access, and obligations that would be part of any agreements.

Currently an agreement has been signed by Div. 10 and the BGRM, for the mutual benefit of both. The agreement is for one year, renewable automatically unless canceled by either party. A similar agreement between the BGRM and Lex-N-TRAK N-SIG, has been signed by BGRM, and is in process of being signed by the Lex-N-TRAK N-SIG. Both groups would retain "free full access" to group displays and materials located at the museum

No timeframe has been set in stone, but a move of everything except the tables is being planned for a Saturday in early February. The tables would be moved sometime after the March 15 Swap Meet.

Remember some aspects of these arrangements are tentative, subject to further discussion and approval. Watch this space and the Website for more details as they become available, and get psyched up to help with the moves, the swap meet, etc.

Div 10 and the Lex-N-TRAK N-SIG would like to express appreciation to the Turfland Mall and the Bluegrass Railway Museum as our gracious past and future hosts, and to the spirit of outreach and cooperation of both.

For more information about the Bluegrass Railroad Museum, visit their website at [www.bgrm.org/](http://www.bgrm.org/), or link from the D10 website at [nmra-division10.railfan.net/](http://nmra-division10.railfan.net/).

## *The Super's Column*

By Bill Paulsell

We began the New Year with a fine meeting. Thirty people signed the attendance sheet. Joe Holbrook gave a great program on how a steam engine works. With a large picture of a steam engine, a 2-8-2, and several overlays he had drawn, Joe taught us the basics from lighting the fire, to heating water, to producing steam, to its travel to the steam dome and on to the cylinders, to the pistons pushing the rods, to turning the wheels. He explained injectors, feed water heaters, blow off valves, Johnson rods, and many other parts of these mysteriously wonderful machines. He even demonstrated a small steam engine which he ran with compressed air.

A real bonus was the presence of Matt Schwerin of RJ Corman Railroad Company who described the saga of the journey of Corman's Chinese steam engine from China to Lexington. It arrived in Lexington a few days later, and is currently undergoing further modification and testing. It will eventually be used for excursion trains. Both Matt and Joe answered questions, and many people stayed around after the meeting for more conversation. Several of Joe's live-stream friends were also present to answer our questions.

Mike Baskette, our Assistant Superintendent, described upcoming programs and layout visits. He welcomes all offers of programs and visits. We all want to see new layouts. Whatever stage yours might be in, as long as it runs, we would like to see it. In fact, we enjoy seeing how layouts develop over a series of visits. If you would offer a visit or present a program, notify Mike. His e-mail and phone number are found in the list of officers on Page 2.

Next month we have another treat. Renee Grosser will present a clinic on scratch building structures. Renee, be-

sides being a very nice person, is one of the finest scratch builders there is. Much of her work can be seen in the current issue of Great Model Railroads in an article about the Grosser's layout. I have heard Renee speak and have talked to her and have never failed to learn something that would improve my modeling.

We will also visit Lou Jaquith's Paducah and Louisville layout. Lou had it under wraps while some home remodeling was taking place, but it is now in operation again. Lou is a fine modeler and you will enjoy seeing his work.

I hope to see you on February 3 at the Tates Creek Library.

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## *Bring n' Brag January 2008 Results*

By Ron Kercheval

We had an excellent and diverse group of entries for January's Bring n' Brag which featured Freight Cars. Although there were just five participants, they had an outstanding display.

First place was a real squeaker! Lou Jaquith entered a large group of Paducah and Louisville hoppers custom-painted with different decals and liveries. He just edged out Tom Krill, who had a couple of super looking On30 box cars done in up in a Mexican roadname, also custom-painted. Tim Day came in third with his beautifully weathered L&N, Southern, and C&EI box cars from Branchline Blueprint kits. Congratulations and thanks to all five of our entrants!

Diesel Locomotives will be the theme for our February meeting. I hate to sound like a broken record, but our sale/trade table is always available. See you all next time!



## 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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Advertising	Mike Walter
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Company Store	Tony Lucio
Contests	Ron Kercheval
Conventions & Shows	Ed Butcher
Estate Sales	(open)
Member Aid	Fred Plymale
Member Database	John Gorman
Membership	Fred Plymale
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Photographer	Pete Birdsong
Printing & Mailing	Stew Winstandley
Programs	Mike Baskette
Turfland Schedule	Stew Winstandley
Webmaster	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 dropped from the list.

Ken Fortney	11/4/07
Clay Faulconer	10/30/0
Tom Miller	10/23/0
Louis Jaquith	10/7/07
Phil Lester	10/6/07
Robin Grider	9/18/07
William Paulsell	9/8/07
David Battin	9/2/07
Alan Bourne	9/2/07
Billy Judd	9/2/07
Ron Kercheval	9/2/07
David Oswald	9/2/07
Raymond Cox	8/28/07
Robert Lawson	8/5/07
Dennis Peevy	8/1/07
Don Burriss	7/29/07
Billy Conn	7/29/07
Howard Coleman	7/16/07
Herman Butler	7/12/07
John Gorman	7/1/07
Ron Saylor	6/14/07
Ed Fuller	5/10/07
Stewart Winstandley	5/10/07
John Stokes	3/15/07
John Daniel	1/12/07
William Hammer, MMR	1/12/07
William Robbins	1/4/07
Tom Krill	10/1/06
Tony Lucio	10/1/06
David Toles	10/1/06
Alan Brock	8/30/06
Michael Tyra	8/16/06

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

**THANKS!**

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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**

## Modeling Commuter Operations

By Bill Paulsell

Those who think that the passenger train is a dying form of transportation should take a trip to the Northeast Corridor.

We spent part of Christmas with our daughter in Princeton, New Jersey. One day we took the train, New Jersey Transit, into Penn Station in New York City from the Princeton Junction station. The timetable indicates that 124 NJT trains pass through that station every weekday. There are 57 trains into the city; 67 returning trains. The weekend schedule is abbreviated.

Many trains are pulled by electric locomotives, often AEM-7s or similar double-ended locos. Others use self-propelled cars. There is a two car, sometimes one car, train from Princeton Junction to Princeton itself, but from where my daughter lives it makes more sense go to the Junction. In addition 124 NJT

trains, there are many Amtrak trains that pass through that station, including the highspeed Acela trains that travel between Washington, DC and Boston in record time. I tried to photograph one, but it went by so fast that I could not even read the large number on the side of the loco. Those trains, which are all business and first class, are very popular but more expensive. A few of the regular Amtrak trains stop at the Junction, but not many. Most just fly through. They, too, have great frequency. The closest major stop for Amtrak is Trenton, a 30 minutes drive from Princeton. I would estimate that at least 150 trains pass through the junction every weekday.

My daughter's job requires frequent trips to Washington for meetings or to make presentations. She can catch an early Amtrak, attend her meeting, and return on another Amtrak in time for supper with her family. The service is frequent and reliable.

Princeton Junction is on the Trenton, NJ to New York City line. Most trains stop at Newark Airport which is a popular convenience. A monorail takes you from the station to the airport terminal. The earliest NJT train to New York is at 4:00 A.M. The last one out from New York arrives at

2:50 A.M., having left New York at 1:41 in the morning. During the 4:00 to 7:00 P.M. afternoon rush hour, when the fares are a little higher, there are 16 trains from New York to Princeton Junction. The morning rush hour, from 6:00 A.M. to 8:30 A.M., has 12 trains to New York.

NJT has many other routes in the state, and my daughter tells me that they are adding trains. Both trains I rode that day were full. The three of us could never sit together, even though the seating is two on one side and three on the other.

Operating commuter trains on a model railroad may not seem very exciting. However, if you are trying to keep them on time in the context of heavy freight traffic the situation can be challenging. Freights have to stay out of the way which may not be easy to accomplish, but those commuters do need to get to their jobs on time. Rush hour trains are usually longer than midday trains, so there is some switching that is needed.

I was recently assigned a passenger train during an operating session. It was simple: just run the train around the layout, make the stops, and return to the beginning. Twice, however, I was blocked by freights that were switching. We both had to make some moves to clear the mainline so my train could proceed.

Even then, I brought the train in on the wrong track which created problems for others. There are many challenges in operation.

Regular passenger trains can offer operational interest. Mail and baggage cars need to be dropped at appropriate places. Diners are often dropped after meal times and picked up by the opposite train the next morning. A sleeper or coach needs to be switched off for a connection with another train.

I have ridden commuter trains in Chicago which are also very frequent, and have seen the busy commuter networks in California. There may be some question about the viability of long distance passenger trains, but Amtrak ridership is picking up. As people become more disenchanted with air travel, passenger trains may become more important. At any rate, passenger operation on a model railroad can be pretty interesting!

## Bring n' Brag Schedule

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

High to Low or Tie	Jan. 2008	PT
Lou Jaquith (1st)	5	10
Tom Krill (2nd)	4	9
David Oswald	-	7
Bill Paulsell	-	5
Tom Miller	1	5
Tony Lucio	-	4
Matthew Coles	-	4
David Battin	-	4
David Toles	-	4
Tim Day (3rd)	3	3
Michael Tyra	-	3
Stew Winstandley	-	3
Ron Kercheval	-	3
Don Burris	2	2
Phil Lester	-	2
Bill Robbins	-	2



# NMRA DIV. 10 TRAIN SWAP MEET

**SATURDAY MARCH 15, 2008**

**9AM–2PM**

**Turfland Mall**

**2033 Harrodsburg Rd.**

**Lexington, KY**

- ▶ **MODEL TRAINS FOR SALE IN ALL SCALES**
- ▶ **LIMITED EDITION DIVISION 10 'CLUB CAR' AVAILABLE FOR SALE**



## ***FREE ADMISSION!***

## **FREE TABLES WHILE THEY LAST!**

Contact Bill Robbins at 859-271-8839 or [bandbbears2@windstream.net](mailto:bandbbears2@windstream.net)

for more details. See all Division 10 activities on our website:

<http://nmra-division10.railfan.net/>

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## WITLESS & CLUELESS

### THE CONTINUING SAGA OF

### LARRY LOUNGEAR AND RIVETS O'REILLY

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Larry: Thanks for bailing me out of jail, Rivets. I thought I was gonna be there a long time. It was long enough as it was.

Rivets: Larry, you are lucky you got out at all! What did you do? What did you say that made those guys so mad?!

Larry: I don't know, Rivets. I was just trying to tell them about my new railroad project.

Rivets: Tell me what happened.

Larry: Well, you know that cut where the coal drag always comes through, down where they had the snow slide that winter of '77 and buried that train full of loaded hoppers?

Rivets: Yeah. What about it?

Larry: Well, I was takin' some pictures for a project my kid is doin' in school. We are gonna make a diorama of something historical. And we were gonna model that. In order to make it realistic, we are gonna create our own snow slide. So, I was takin' pictures when all of a sudden this police car skids to a stop and lights are flashin' and these two cops get out and pull out their guns. They asked me what I was doin'. And I said that I was takin' pictures so I could figure out the most likely place for a land slide or a snow slide to happen.

Rivets: Somehow, I don't think that was wise, Larry.

Larry: Well, it wasn't somethin' because then they cocked their guns and said I better do some fast explainin'. So, I said, "Well, if for example, I were to take a stick of dynamite and place it on the cut, which side would be the best and which place would be the best to cover the most track.

Rivets: You didn't say that?!

Larry: And then when they asked "Why would you want to do that?", I said, "Well, when the train comes through, you want to be able to cover as much of it as possible." And that is when they handcuffed me and took my camera and my film.

Rivets: Larry, didn't you ever tell them this was for a school project?

Larry: Sure I did! When they were exposin' all my film, I said, "Hey, I need those pictures. How are my kid and I gonna bring snow down on the train without this research?!

Rivets: Larry, somewhere in there I think ya shouldda mentioned the words "school" and "history".

Larry: I did. I said, "At school, they want this to be as accurate as possible, like history is gonna repeat itself." They didn't like that either. I told them I am a citizen of this U S of A and they can't do this to me.

Rivets: Yeah, that always works. What did they say?

Larry: They said I was a terrorist and I said, I'm not a terrorist. I'm just trying to figure out how to cover a train with snow."

Rivets: Larry, there is somethin' about your communication skills that need a little work!

Larry: Well, then they looked in my trunk and saw all this Styrofoam and asked what it was for. I said, "I was gonna make a model of this cut and put a train in it and see how it would go to bring the snow down at different places.

Rivets: Then what happened?

Larry: Then one police guy said to the other, "Man, this guy's a real pro!" And then they took my Styrofoam as evidence hauled me off to jail.

Rivets: What are you gonna tell you kid?

Larry: I tell him we'll just have to change the project. And I know just the one. See ya, later, Rivets!

Rivets: Where ya goin'?

Larry: This will be a great diorama. It will be about the time the yard tower burned. I gotta get my wife's camera and get down to the yard!

Rivets: Larry, Larry, Larry, Larry... *LARRY!*

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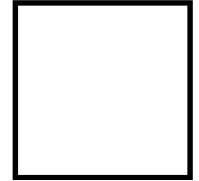
# The Lantern

Newsletter for NMRA MCR Division 10

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



## Next Meeting:

Sunday February 3 @ 2:00 pm  
Lexington, KY  
Tates Creek Library

## Program:

Renee Grosser:  
Scratchbuilding structures

## Bring & Brag:

Diesel Locomotives  
(includes Traction)

## Tour:

Lou Jaquith:  
Paducah & Louisville

# AROUND THE BEND...

MON.	DAY	HOST	PLACE/TIME	EVENT / PROGRAM	TOUR	CONTEST
Feb	3	Div. 10	Lexington, KY Tates Creek Library	Renee Grosser: Scratchbuilding Scale Structures	Lou Jaquith	Diesel Locomotives
Mar	2	Div. 10	Lexington, KY Tates Creek Library	Fred Plymale: Layout Tour Modeling Ideas	TBD	Passenger Cars
Mar	15	Div. 10	Lexington, KY Turfland Mall	MCR Division 10 Swap Meet 9am-2pm	N/A	N/A
Mar	29	Div. 8	Louisville VFW post	MCR Division 8 Train Show & Sale	N/A	N/A
Apr	6	Div. 10	Lexington, KY			