



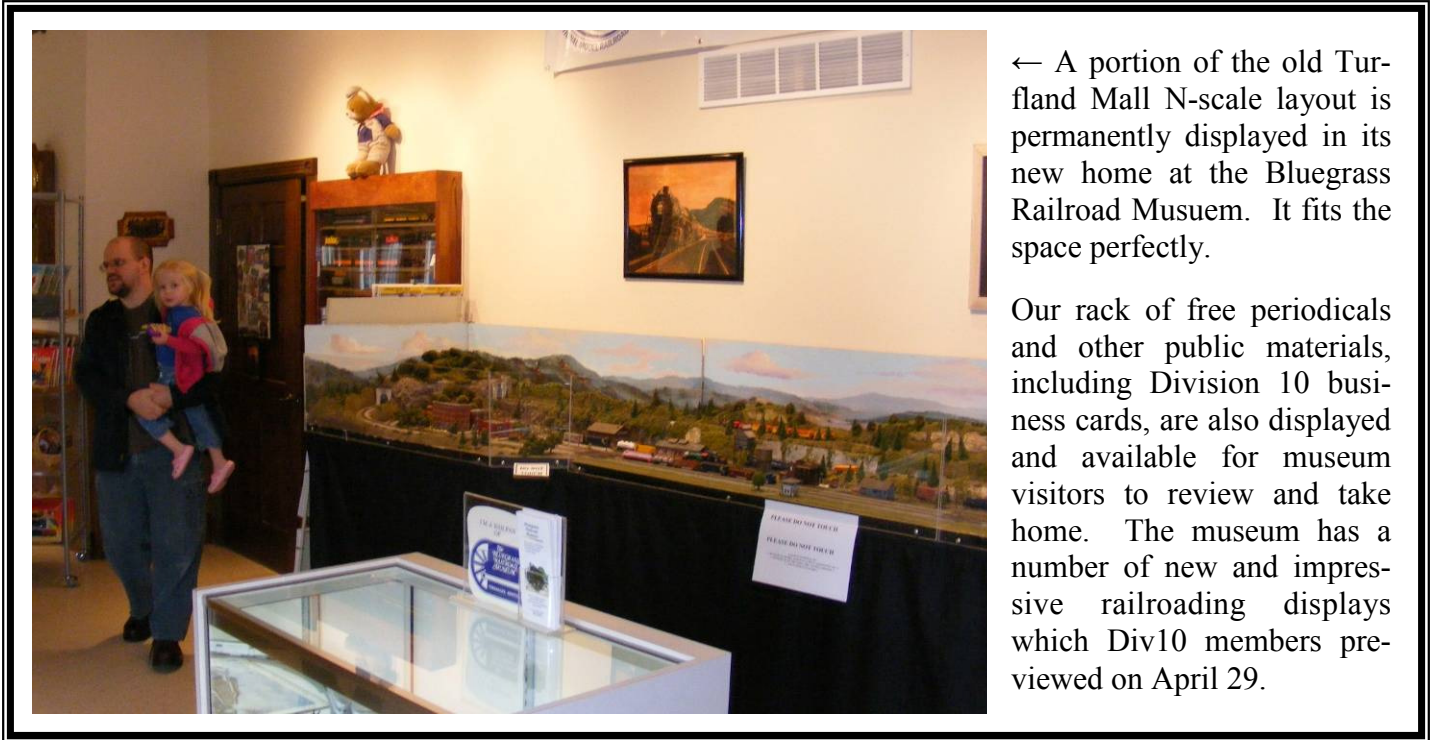
The Lantern



Volume 10, Issue 6

Newsletter for NMRA Mid-Central Region Division 10

June 2008



← A portion of the old Turfland Mall N-scale layout is permanently displayed in its new home at the Bluegrass Railroad Museum. It fits the space perfectly.

Our rack of free periodicals and other public materials, including Division 10 business cards, are also displayed and available for museum visitors to review and take home. The museum has a number of new and impressive railroading displays which Div10 members previewed on April 29.

A Train Family

By Anna Lucio

Posted on my office bulletin board are pictures of St Canard Midland. "Are those model trains?" ask my clients and colleagues alike. "Oh, yes" I respond, proudly.

My husband loves trains and it is truly a shared fascination of my own. There's nothing more calming than after the drive to Chicago than to relax at night to the squeaks and whistles coming from the Belt Railway of Chicago's nearby Clearing Yard hump tower, and the echoing booms when the cars couple shortly thereafter.

In 2001 we jumped at the chance of a rail adventure to New York for a friend's wedding. Who cares if you're on the train for 24 hours; when you're broke all you got is time! The gentle clacking of the rails underneath made sleeping on my beau's shoulder the perfect slumber as we made way from Chicago to New York. Coming home, seeing the Atlantic corridor from the *Acela* showed us how much better rail

travel can be, and how far we've yet to go. After a few hours in D.C. we headed back to Chicago on the Capitol Limited; one of the most scenic lines that everyone should travel at least once.

It didn't take much convincing to seek out tools and time when Tony came home saying he found a metal B&O herald on the side of an old truck trailer. When he showed me, I realized I'd driven by it countless times without realizing what it was or its significance.

"Sure" I said, when he suggested going to Cumberland, MD to railfan during our honeymoon. Who wouldn't want the then-rare chance to see a real Chessie still in action. A trip to the B&O museum was just an added bonus, especially for some twenty-somethings who'd never heard a live steam whistle nor seen a steam locomotive in action, *even if it was just a small switcher*.

A couple years later on a simple trip, we found an excursion train in Stearns, KY. That was a no-brainer! While riding,

our unborn daughter would move to the blows of the whistle, her love of trains starting out before her grand arrival.

Bethany's ability to point out the "kitty" and say "Chessie" by 15 months of age made us both proud. Now, her love of steam would make even the most diesel-headed modeler proud. She can hear them miles away and begs to go watch them go by. Her favorite thing is for Daddy to take her to "Jim's" [The Rail Fence in Frankfort] so they can talk trains and hope one will come through downtown Frankfort—which still happens occasionally.

Of course, Beverly is still a wee bit young in all this. Family tells us that hope for her sake she naturally loves then like the rest of us, otherwise, she might get left behind. Not to worry—her eyes light up at the sounds of a train and just like her big sister, she'd let her presence be felt at the sound of the train. She even received her own train toy this spring and it's definitely one of her favorites.

It's fun to be a "train family".



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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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.

John	Stokes	3/8/2008
Irv	Frary	3/1/2008
Orville	Boes	2/20/2008
Michael	Armstrong	1/14/2008
Phillip	Ditchen	1/14/2008
John	Daniel	1/6/2008
Mark	Hunt	1/6/2008
William	Paulsell	1/6/2008
Jeffery	Hinnrichs	1/4/2008
William	Robbins	1/4/2008
Fred	Plymale	12/2/2007
Ken	Fortney	11/4/2007
Clay	Faulconer	10/30/2007
Tom	Miller	10/23/2007
Louis	Jaquith	10/7/2007
Phil	Lester	10/6/2007
Tom	Krill	10/1/2007
Tony	Lucio	10/1/2007
Robin	Grider	9/18/2007
David	Battin	9/2/2007
Alan	Bourne	9/2/2007
Billy	Judd	9/2/2007
Ron	Kercheval	9/2/2007
David	Oswald	9/2/2007
Raymond	Cox	8/28/2007
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Don	Burriss	7/29/2007
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Herman	Butler	7/12/2007
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Ed	Fuller	5/10/2007
Stewart	Winstandley	5/10/2007

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

3073 Breckinridge Lane
Louisville, KY 40220

(502) 459-5849

brian@sri.win.net

**HO & N Scales
Are eligible for our
10% NMRA member Discount!**

MCR Division 10 is now "headquartered" at

The Bluegrass Railroad Museum
Versailles, KY (859) 873-BGRM
www.bgrm.org

The Super's Column

By Bill Paulsell

Thanks to Tom Krill for a wonderful program at our last meeting. He has developed an interest in a Mexican narrow gauge railroad and has begun modeling it. We were given a little history of the railroad, a few pictures of it, and Tom showed the models of its locomotives and cars that he has developed with Bachmann equipment.

His enthusiasm for narrow gauge modeling was contagious, and he gave us a handout that showed what is available in HO_n30 equipment. He also provided us with a long list of Kentucky narrow gauge railroads. Finally, he talked a bit about how he made his own decals and provided some drawings of narrow gauge locos. It was a great afternoon for us and we will watch with interest how Tom's railroad develops. He even gave each of us a CD of his clinic.

For our June meeting Sam Swanson will be back to present another clinic. Sam is from the Cincinnati area and is one of the finest model railroaders in the country. If you are an NMRA member you received the annual calendar and have seen an example of Sam's work. Both the cover and the February photo show the kind of modeling he does. Sam is a very fine person. I have sat in on his clinics at conventions and always learn some new modeling techniques. He is a generous fellow to make the trip from Cincinnati to be with us.

If you are not an NMRA member, I would encourage you to join. I will have membership forms at the next meeting or you can get them at www.nmra.org. What do you get for your dues? You get Scale Rails magazine that has improved enormously in recent years. You get information on conventions, the Achievement Program, and important developments in the hobby. The most important thing, however, is that you support the standards program. Manufacturers who follow NMRA standards produce equipment that is completely interchangeable. These standards are always evolving as new elements come into the hobby, such as DCC. It is because of the work of the Standards and Conformance Department that we can run any compliant manufacturer's equip-

ment on our layouts. That is a matter much worthy of our support. Without the NMRA model railroading would be a chaotic hobby with many more problems.

By the time you receive this newsletter I will have attended the Mid-Central regional convention of the NMRA in Cleveland as well as our semi-annual regional board meeting. I'll report on it in the next Lantern. In July, I will attend the national convention in Anaheim, California, in July. These conventions involve clinics, contests, and layout visits. I could never attend during my working years, but in retirement I have found them to be stimulating, fun, and hugely helpful in learning new things about model railroading.

I hope to see you at the **Tates Creek Library on June 1st**.

Bring n' Brag May 2008 Results

By Ron Kercheval

May's Bring n' Brag topic was Non-Revenue Equipment, and we had an eclectic mix of five sharp-looking entries.

First off was Don Burris' Burlington Northern searchlight car, followed by Lou Jaquith with his Paducah & Louisville and Illinois Central caboose kitbashing project. Tom Krill had two entries: a beautiful On30 scale St. Charles Car Company caboose for his Huatusco Mexico line and an interesting display of an ATSF O gauge M of W bunk car and a red cardboard M of W car complete with detailed documentation. Tom Miller rounded things out with his sharp PRR center cupola caboose. Tom's Huatusco caboose handily took first place followed by Lou's three cabooses. Tom's work car pair came in third.

Next month (June) will be the final Bring n' Brag contest for our 2007-08 season. Tom Krill is leading Lou Jaquith for all the marbles by four points. The theme will be "Anything Goes" for those who missed out on an earlier contest or who just want to show something off. The only qualification is that your entry be railroad related! See you next time.

Bring n' Brag Schedule

June 2008	"Anything Goes"!
July 2008	OFF MONTH
Aug 2008	(TBD)

Bring n' Brag Rules

Points are awarded for models as follows: One point is given for your first entry; a second point is given if that entry is "On Topic". You can have additional entries but you can only be awarded "entry" points for one item each month. Following peer judging, three points are awarded for First Place, two points for Second Place, and one point for Third Place. Multiple entries can each win points for placing.

Bring n' Brag Standings

High to Low or Tie	Apr. 2008	PT
Tom Krill (1st, 3rd)	6	22
Lou Jaquith (2nd)	4	18
Tony Lucio	-	11
Tom Miller	2	11
Don Burris	2	10
Pete Birdsong	-	8
David Battin	-	7
David Oswald	-	7
Tim Day	-	5
Bill Paulsell	2	7
David Toles	2	6
Tim Day	-	5
Michael Tyra	2	5
Matthew Coles	-	4
Jim Campbell (T3)	3	3
Stew Winstandley	-	3
Mike Citak	-	3
Ron Kercheval	-	3
Phil Lester	-	2
Bill Robbins	-	2

Notes from May's Board Meeting

Our Division 10 board met at the Superintendent's home on May 7. There was a good discussion about making our meetings more welcoming, and introducing visitors and new members.

We have had several requests to have displays at events. Since we do not really have anything appropriate, it was decided to build a small portable layout for use in such situations. Lou Jaquith will be in charge of that project.

The Bluegrass Railroad Museum will be hosting an event in the summer that will involve rides on their own train as well as on a live steam model; there may also be model airplanes perhaps a auto collectors event, and other hobbies. They have asked if we would have a swap meet at the same time. The Board would like for us to participate. The dates will be August 9-10.

Another suggestion was having a "Modeling with the Muddlers" table at meetings. We would bring projects on which we are working and talk individually to people about our methods and techniques. There would be no judging, just sharing information. It would be fun to see work in progress.

Pete Birdsong will develop a new membership form to be available at meetings.

Div 10 will follow its usual practice of not having a meeting in July. There was a good conversation about future programming.

TREASURER'S Report April/May 2008

Beginning Balance	\$3,482.45
Expenses:	
Stamps	(41.00)
Lantern	(134.85)
Checks	(8.25)
Ending Balance:	\$3,298.31

Dutch Trains

By Bill Paulsell

Last month Sally and I took a trip to The Netherlands and Belgium. It was an art trip sponsored by several museums including the Art Institute of Chicago where we are members. We enjoyed the trip enormously, saw great art, and met many interesting people.

As a model railroader, of course, I was interested in what I could learn about railroads in the area. Our first two nights were spent in The Hague. I discovered to my joy that the Central railroad station was only a 10 minute walk from our hotel. We walked to it each evening to get an English language newspaper. While Sally caught up on the news I roamed the platforms looking at trains and taking pictures, some of which I will bring to our June meeting. No one questioned me about taking pictures and there was a complete absence of any visible security.

The trains in The Netherlands are very frequent. They were constantly coming and going while I was there. This is a small country and the trains are popular. Many that I saw were commuters. Most had power at each end. There were some unit trains with anywhere from two to seven cars with a loco front and rear. Sometimes two of the unit trains were coupled together. I did see a few trains with 10 to 12 coaches, but most were shorter. I also saw a few freights, but had trouble identifying some of the cars.

After the two nights in The Hague, we spent the rest of the trip, 9 days, on a river boat, getting off each morning and afternoon to visit museums and other sights. Among other things, we saw acres and acres of tulips. Occasionally, train tracks ran parallel to the waterway we were traveling, and the trains were pretty constant, often just a few minutes apart.

The last full day was spent in Amsterdam. Fortunately, our boat was docked near the Central station of that city. I spent about an hour in that station from 5 to 6 P.M. It was rush hour, and the place was very busy. Trains were coming and going at least every three minutes, so there was lots of action. There were many commuter trains, but I did see one ICE train, a high speed international train. The place was a trainwatchers dream.

All power I saw was electric with overhead wiring. There were no Pullman type sleepers since trips were short in The Netherlands. The longest trip on the timetable was a little over four hours. Cars were indicated First or Second class with some cars half an half. Some cars looked a little dingy to me; they were probably on the slow locals. Some seating was in typical European compartments, some like our coaches.

The ICE trains look much like Amtrak's Washington to Boston high speed Acela trains, and some locos were similar to Amtrak's electric Northeast power. One strange looking engine which I saw with some frequency had the engineer's cab on top of a car, much like the cockpit on a 747 jet.

One thing that amazed us was the huge number of bicycles parked in front of the stations. At The Hague there must have been at least 1,000 bikes there. You can rent bicycles at the stations, and you can take your bike on the train for an additional 6 Euros. Bikes are a very popular form of transportation in The Netherlands. You see people riding them everywhere.

One economic note: we were much aware of the decline of the dollar. For \$800 I received 472 Euros. We were told not to try to spend dollars in the airport. The Dutch do not want them. I assume this will affect the price of model railroad equipment made overseas.

It was a wonderful trip, and I was happy to learn a little about Dutch railroads.

CALLING ALL D-10-ERS

Want to see more Model-related articles?

Want to see more general-railroading content?

Want to see something "new", or "something else" entirely?

The Board and Editor can't go it alone! We need your help!

Send your railroad-related articles, hints, topics, reviews, rants, comments, etc (model-related preferred) for the editor's consideration to:

goingincirclez@gmail.com

WITLESS & CLUELESS:
THE CONTINUING SAGA OF
LARRY LOUNGEAR AND RIVETS O'REILLY
 CREATED BY "RAILROAD" PETE BIRDSONG
 WRITTEN BY MIKE ARMSTRONG

Rivets: Hey, Larry, man do look bad! What's with the bags under your eyes?!

Larry: Rivets, I've been up for two and a half days without sleep. I am beat!

Rivets: Wow! Whatcha been doin'?

Larry: Well, ya know how ya get an idea in your head and you can't let it go and then ya get excited and ya have to keep at a new project until it's done? Well, I got tired of the duck under on my layout. See the bald spot on the back of my head? See the bruises? I decided to build a bridge.

Rivets: And ya spent two and a half days straight building one bridge!?

Larry: One?! Rivets, I built three and none of 'em worked! The first one was the kind of bridge that pivots on a center base. I saw one on the Mississippi at Davenport, Iowa. That looked pretty cool. Well, I gave it a swing to see how it would work and it hit the peninsula on the layout and took out a whole town, all the signals by the tracks, and put a hole in the mountain.

Rivets: Man, that's a bummer!

Larry: Well, then I built a swing down bridge and it hit the floor and I had to step over the end of it. I tripped and fell against on the layout and took out the grain elevators and farmers co-op.

Rivets: So, what kind of bridge are ya gonna build now?

Larry: For cryin' out loud, Rivets, I'm tryin' to tell ya. I built two more bridges after that. The next was a bridge that swings up, but that hit a light fixture and busted plastic and fluorescent bulbs and glass flew all over the layout.

Rivets: Larry, do the words "careful" "slow" and "patience" mean anything to ya?

Larry: I was bein' slow and careful! I just must have been lookin' at the wrong end of the bridge when I swung it up. So, I decided to build a lift bridge. This was a good plan.

Rivets: So, ya finally got one to work?

Larry: No. My calculations were a little off.

Rivets: Larry, was this another disaster?

Larry: The worst! I had different motors, and after a lot of thinkin', I decided to use my dad's old grinder motor. Man, Rivets that bridge was pretty. I even set some buildings and scenic accessories on the bridge. It was only gonna go straight up and down. I used a double-pole double-throw toggle switch. But the grinder motor was so fast that the bridge flew up and before I could turn it off, it crashed into the ceiling smashing all the stuff I put on the bridge and knocking out three pieces of ceiling tile that flew down on the layout and took out the farm house and out buildings, as well as the water tower and windmill. The motor snapped the cable and the bridge crashed to the floor knocking out another gash in the mountain on the way down.

Rivets: Boy, Larry, I don't see how all that could happen from those bridges you built. How long was that bridge?

Larry: Ten feet.

Rivets: Ten feet?!?!? Why did ya make it so long?

Larry: Well, ya know how some of the guys down at the club are a pretty good size? As they go in and out of my layout, I didn't want them to break anything.

Rivets: So, what bridge did you finally use?

Larry: I didn't. I just put the duck under back in.

Rivets: Well, then I can help. I'm actually on my way home from the hobby shop, and I bought this. Here, wrap it around your head when you go into your layout.

Larry: What is it?

Rivets: It's a self healing mat.



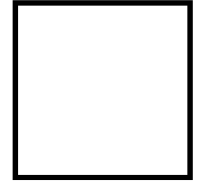
The Lantern

Newsletter for NMRA MCR Division 10

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Next Meeting:

Sunday June 1 @ 2:00 pm
Lexington, KY
Tates Creek Library

Program:

Sam Swanson, MMR

Bring & Brag:

“Anything Goes”!

Tour:

TBA

AROUND THE BEND...

MON.	DAY	HOST	PLACE/TIME	EVENT / PROGRAM	TOUR	CONTEST
June	1	Div. 10	Tates Creek Library	Sam Swanson	TBD	Anything Goes
June	28-29	MRIA	Louisville, KY Int'l Convention Center	World's Greatest Hobby On Tour	—	—
July	No	Division	10	Meeting	This	Month
August		Annual	Division 10	Danville, KY	Road Trip	