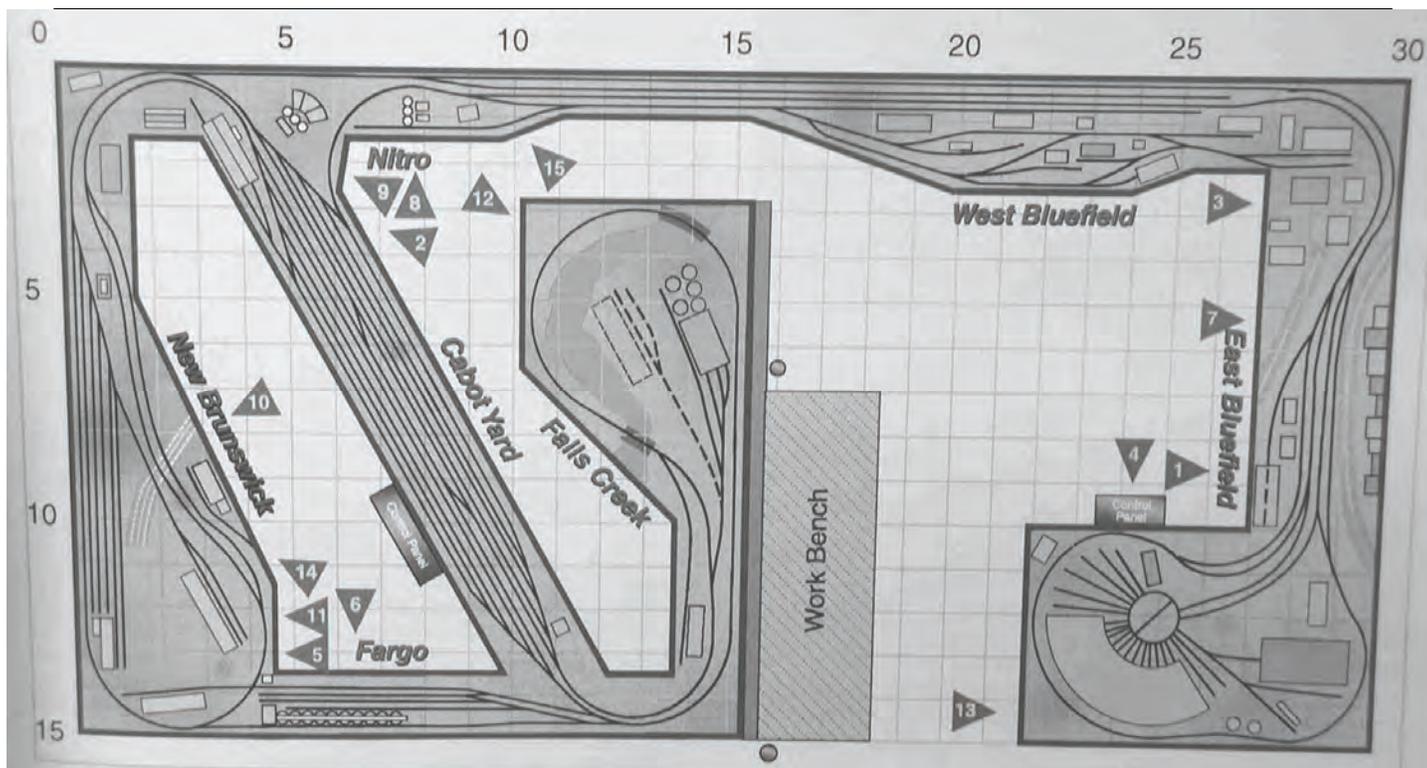




# THE LANTERN



NOVEMBER 2008 VOLUME 10, ISSUE 11



<http://www.midcentral-region-nmra.org/frankrone/Frankrone-tour.htm>

## *The Louisville Southern Line Railroad (LSL)*

Bob Frankrone, modeler

**Design clinic, November 2nd at 2 PM, Eagle Creek Library,**

**101 N. Eagle Creek Dr., across from Saint Joseph EAST Hospital**

**This is a point to point layout with about 200 feet of main line track**

### Operating Sessions

- Trains are made up and broken down on ten tracks in Cabot Yard
- Trains can leave Cabot Yard in four directions
- Seven dispatch lists service the many industries in six towns

### CONTENTS

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**The November meeting will be a design clinic. Everyone will want to attend, especially those planning for a layout, or at any point in the evolution of your layout.**



# National Model Railroad Association

*The Lantern* is a monthly (except July) 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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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 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.

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"Railroad" Pete

## Witless & Clueless: The Continuing Saga of Larry Loungecar and Rivets O'Reilly

Created by "Railroad" Pete Birdsong

Written by Mike Armstrong



Mike Armstrong

Rivets: Hey, Larry, where were ya last weekend?!

Larry: We were outta town visiting Bonnie's lowlife brother.

Rivets: What he do?

Larry: Well for one thing, he made fun of my model railroad. And for another he told me to grow up and get a real hobby.

Rivets: Like what?

Larry: Well, he collects sidewalk dried worms that come up on the sidewalks after the rain.

Rivets: He does not!

Larry: No, but he might as well. He's that kind of guy. But the weekend wasn't a total loss. The local railroad club was havin' a layout tour of the members' layouts. So, I called and they let me come along.

Rivets: How was it?

Larry: It was the most interestin' tour I have ever been on. There were some weird layouts. The first tour was of a "virtual layout".

Rivets: And what is a virtual layout?

Larry: Well, this guy had an around the wall layout with a duck under. There was no scenery, no turnouts, no backdrop, no towns...nothin' but a single loop o' track. You just sat in a chair in the middle and wore these glasses that looked like night vision glasses with headphones. The electronics inside filled in every thing and you just ran the train around the loop. To switch just back up. Everything was filled in with the techno-gizmo. He had his layout up and runnin' in a day.

Rivets: Larry, that is ridiculous. The idea is to operate trains like the real thing.

Larry: Hey, Rivets! I didn't say I agreed with it. It was just fun...like a PSP.

But it sure was fun to have a 200 foot bridge out and have the train jump the gap! The next one was the most interestin'.

Rivets: Yeah?

Larry: Yeah! This guy had a scenic and ultimately detailed helix. It was in his garage. The helix was ten feel high. All the action took place in the helix. At the top, a length of track came out, ya looped around back to the helix and down, then the same thing on the floor of the garage.

Rivets: Geeze, Larry. If it was ten foot high, how could ya see to run it up top.

Larry: That was the ingenious part, Rivets. He installed a hydraulic lift in his floor that held his chair and he would go up and down with the train.

Rivets: Then how did he have a layout tour with it so high!

Larry: Well that was a bit old fashioned, Rivets. He had ten step ladders and everybody climbed up and we got a pair of little binoculars...like uppity people use at the opra.

Rivets: Larry, you experience some of the craziest stuff!

Larry: Well, maybe. But it can't be any crazier than goin' to **Howard Coleman's layout tour.**

Rivets: Why's that?

Larry: Coleman's is a combination of the ones I jus' told ya 'bout.

Rivets: Really?

Larry: Naw, but it'll be a lot of fun. You goin'?

Rivets: **Wouldn't miss it!**



Above left: Howard's Lionel layout

Above: Howard's garden layout

Left: Howard's 1:8 scale hopper

Not pictured: Howard's N scale layouts

## Highlights from John Gorman's October Presentation



### Locomotive / Tender Acoustics for On-Board Sound Systems

For the best possible sound installation several issues must be worked out. Some of them are discussed below.

- It is important for sound quality that the inside area be sealed as much as possible to prevent the back wave from escaping through openings in the body or the chassis. As the scale of the model decreases this becomes more of a problem since the area is smaller.
- The back wave can also escape by vibrating the cab, which re-radiates the sound. Plastic cabs produce tinny sounds with higher volume. Brass cabs produce the best quality while maintaining high volume levels.
- The best sound comes from the biggest speaker possible.
- Whenever possible, maximize the volume of the sealed back wave cavity.
- The best design choice is to propagate the sound under the body shell, but do not vent the sound too close to the track where it can reflect back and decrease quality. Propagating the sound upward seems to produce lower quality unless you are directly over the speaker, and the sound does not reflect against parts of the layout.
- There is seldom enough space to match the impedance of the sound produced by the speaker to the outside. But consideration should be given to impedance matching whenever possible, by delivering the appropriate output voltage to the speaker.
- In steam locomotives the speakers are located in the tender. In smaller scales the speaker may be located in a dummy locomotive. Again, the back wave sound must be contained within the body. A tight fit between the cab and the chassis ensures that the sound will not vibrate adjacent parts.
- The best baffle is the shell in which the speaker is installed.
- Types of sound decoders: number of voices—3, 4 or more; processor power—8 bit or 16 bit (better); DC or analog operation; programmability—ability to change or create sound files.

Portions of the above were taken from a white paper by Fred Severson of QSI Corporation. [www.qsisolutions.com](http://www.qsisolutions.com)

Other web sites: [www.loksound.com](http://www.loksound.com)

[www.soundtraxx.com](http://www.soundtraxx.com)

[www.modelrectifier.com/train-controls/sound-systems.asp](http://www.modelrectifier.com/train-controls/sound-systems.asp)

[www.digitrax.com/menu\\_sounddecoders.php](http://www.digitrax.com/menu_sounddecoders.php)

## TRAIN SHOW and SALE

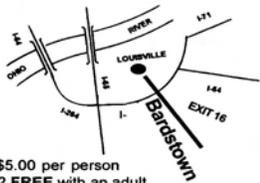
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**SATURDAY, NOVEMBER 15, 2008 • 10:00 A.M. - 3:00 P.M.**  
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Admission: \$5.00 per person  
 Children under 12 FREE with an adult.



Kentucky Bourbon Barrel Ale 40 foot HO refrigerator car— \$30 with shipping, or \$19 directly from Lou. Money orders or local checks only to Lou Jaquith (address and phone on page 2). — Bluegrass Railroad Club

### NMRA Survey

Do you want better conventions? Take our survey!  
[www.nmra.org/survey](http://www.nmra.org/survey)

See the web site for prize list and details.

# The Super's Column

By Bill Paulsell



The October meeting was our first in Lexington since June. It was good to be back together.

We began by each person telling whether he had a layout and in what scale. Over half said they had a layout, several said they were collecting cars and locos for a future layout, and a couple said they were building bench work.

Our board decided to renew our Member Aid program. People who are willing to offer help to others on model railroading matters signed up and listed their areas of expertise. If you were not there and would like to offer aid, contact Fred Plymale and he will add you to the list. If you would like to have some help on a layout, contact Fred. Look in the list of board members for his address information.

Although we had no contest this time, we did have several Bring and Brag items ranging from an articulated passenger train, to a narrow gauge box car kit in process of being built, a board by board structure, and some interesting hopper and flat car loads.

John Gorman gave us a fine program on installing sound in both DCC and DC engines. His presentation was noted for its clarity and practicality. John is recovering from surgery, and we appreciated his coming. As is always the case, it was fun to visit Bill Robbins' large layout. The scenery is well developed and the layout has many possibilities for operation.

On another matter, I attended the Mid-Central Regional board meeting on October 12 in Columbus, Ohio. One of the best parts of these meetings is hearing what the other divisions are doing. Division 1 made money for its treasury by selling division shirts and patches. Division 2 boasts 200 members with an

average attendance of 50. They held a model railroad Jamboree and made enough money to pay for NMRA Rail Pass memberships for those who wanted the trial membership. Division 3 claims 174 members and offers what they say is the biggest train show in Ohio, with 5,000 people attending. This group has had bus trips to Cincinnati and Indianapolis to visit layouts. Division 4 has an annual train show and a modular layout. Division 5 has an annual Railfest train show. Division 6 will host the 2009 Convention in Columbus and has an average attendance of 40. Division 7, Cincinnati, has 300 members with an average attendance of 60-70. They are involved in a Boy Scout merit badge program and will offer two hopper cars lettered for the W&LE and the Allegheny Midland. They have two shows a year. Division 9, Charleston, West Virginia, will host the regional convention in 2010. They have about 60 members, 14 of whom are working on Achievement Program Certificates.

For the region as a whole the following AP certificates were awarded between April and September of this year: Association Official - 2; Scenery - 1; Association Volunteer - 3; Dispatcher - 2; Author - 2; Electrical - 3; Structures - 1. The region had one Master Model Railroader. This is a program we need to reemphasize.

Division 9 had a successful event to which other divisions were invited, and there was general agreement that we need to do more of that. The people who serve on this board are the Superintendents and regional officers. One of its projects is to develop a database of clinics that all of us could use. It is a very hard working group and strongly dedicated to the NMRA. I appreciate the privilege of getting to know and work with them.

Our November meeting next month will be at the Eagle Creek Library. I hope to see you there.

Page 1 has news about the November meeting.

## TREASURER'S Report

<b>Beginning balance</b>	<b>\$3,099.92</b>
<b>Expenses:</b>	
Lantern	(101.36)
<b>Deposits:</b>	
Contributions	0.00
<b>Ending Balance:</b>	<b>\$2998.56</b>
<b>Sept. 30, 2008</b>	

## Bring n' Brag to Begin With Model Photography

Our first official Bring n' Brag will be on November 2 with Model Photography as our theme. As we mentioned earlier, entries do not have to be of a model you made. A big thanks to those who brought projects for show and tell last meeting! We had four modelers fill two tables with projects they are working on. They also described what they were doing, which sure inspires others to pick up their tools. Fred, I love your rusty and well weathered roofs! See you in November!

### 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 Schedule 2008-09

November	Model Photography
December	Freight Cars (Including Caboose and Non-Revenue)
January	Off-Line Structures
February	Locomotives (Including Traction)
March	On-Line Structures
April	Passenger Cars (Including Non-revenue)



Ron

Kercheval

## ***The story of a steam locomotive, a 2-8-4 Berkshire that stared in a Hollywood movie***

Paraphrased from the article "Hollywood's steam locomotive", *TRAINS Magazine*, January 2005, by David Lustig, and other sources.

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Walthers' Proto Heritage N scale 2-8-4

We welcome your model railroading story for future issues. Email it to Tom Miller or myself at our email address on page 2. Anyone with a story about their decisions on and their building of bench work would be appreciated. Some of our members (see "The Super's Column" on page 5) indicated that they were either planning a layout, or currently working on bench work.  
—Stew Winstandley

In 1941, the Pere Marquette buys a 2-8-4 Berkshire, N-1 class, from Lima Locomotive Works. The locomotive toils for 10 years on the PM and successor C&O, and ends up in a scrap line until 1957. An alumni of Michigan State University decides the school needs a steam engine for display, and the one picked is number 1225, the date of Christmas. In 1970, students in a campus railroad club begin to restore the locomotive. In 1980, MSU gives the locomotive to the Michigan State Trust for Railway Preservation, now the Steam Railroading Institute ([www.mstrp.com](http://www.mstrp.com)) SRI of Owosso, Michigan. The SRI oc-

cupies the old Ann Arbor RR shops, and has a friendly neighbor, the Great Lakes Central Railroad (GLC), which inherited most of the Ann Arbor.

In 1985, with the SRI mission to run the 1225, the locomotive was running in the yard, and in 1988 it made its first public excursion. In October 1990, the CSX allowed the locomotive to make a break-in run with a freight train to Grand Rapids, 128 miles each way. The following year 1225 joined another Lima 2-8-4—Nickel Plate 765, S-2 class, at the 1991 convention of the NRHS in West Virginia. The two ran side by side over the CSX double-track main line. Since West Virginia, 1225 has been running (except for a 2006 overhaul) some excursions each year out of Owosso to Michigan cities, such as Alma and Mount Pleasant.



In 2002, the SRI executive director, got a call from someone at Castle Rock Entertainment (Warner Bros.), which was planning a new animated movie based on the children's book, *The Polar Express*, authored by Chris Van Allsburg. SRI was called by people from Sony Pictures ImageWorks, the graphic designers of the movie, and by Skywalker Sound (see Larry Loungear's comments about virtual

On the web, visit <http://nmra-division10.railfan.net/> to see this issue's photographs in color.

### **The Bluegrass Railroad Museum, Versailles, KY**

Home of the MCR Division 10 N scale layout

[www.bgrm.org](http://www.bgrm.org) 859 873 BGRM

November 29th & 30th - Home for the Holidays train

layouts on page 3, and the programmability of sound decoders on page 4). “Ah, the script says a child is sliding down a coal pile. What does sliding down a coal pile sound like?” One of SRI’s mechanics slid down a coal pile as other members recorded it. Two weeks later, the SRI guys put the 1225 through its paces, providing the sound crew with hissing steam, clanking rods, and sniffing air compressors. They made passes under load at 30 mph. They whistled for grade crossings. They spun the drivers before they dug in.

The makers of the movie *The Polar Express* loaded every visual and aural detail of the 1225 into computers to create the digital 1225. Allowing for a few liberties to match illustrations in the book, the 2-8-4 in the movie looks and sounds like a Lima Berkshire 2-8-4.

The SRI has been expanding its basic mission of providing education about steam railroading. It still runs excursions out of Owosso, such as the one to Alma on July 26th.

Coming July 24-26, 2009, the SRI and Owosso will welcome visitors to TrainFestival 2009 ([www.trainfestival2009.com](http://www.trainfestival2009.com)). Steam and diesel locomotives from around the country will be on display. Huge model train layouts will be on display. Railroad vendors will have unique items for purchase. All day excursions or shorter one hour rides will be available. The Fort Wayne Railroad Historical Society’s NKP 2-8-4 765 ([www.765.org](http://www.765.org)) will attend the festival and pull a full day excursion on the last day. Visitors will also be able to run a steam locomotive.



photo by Stew Winstandley

**Notes:** PM 1225’s overhaul was completed in December 2006. SRI volunteers finished re-plumbing the locomotive in September, and the superheater units were completed in November 2006.

Lionel produced an O gauge train set, *The Polar Express*, modeled from the digital 765 of the movie.



H0 and N scale models of 2-8-4’s have been made by Bachmann and Walthers.

Lima delivered 15 class N 2-8-4s in 1937, 12 class N-1s in 1941, and 12 class N-2s in 1944. The PM locomotives were nearly identical to other 2-8-4s ordered by the Nickel Plate, Erie, and C&O. C&O called its 2-8-4s “Kanawhas”—more appropriate than being named for the Berkshire Hills of Massachusetts.

The NKP 765 was rebuilt in Indiana in 2005 and has a driving wheel diameter of 69 inches, weighs 404 tons, has a boiler pressure of 245 lbs., height of 15 feet, and the tender has a 22,000 gallon water capacity and a soft coal capacity of 22 tons. Compare these numbers to the ones for Bill Robbins’ UP 844 steam locomotive, as seen on the October tour, and in the last issue of *The Lantern*.



photo by Stew Winstandley, Mt. Pleasant, Mich.

**THE LANTERN**  
NEWSLETTER FOR NMRA DIVISION 10

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*NEXT MEETING*

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*BRING & BRAG*

MODEL PHOTOGRAPHY

*TOUR*

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**AROUND THE BEND**

MON.	DAY	HOST	PLACE/TIME	EVENT / PROGRAM	TOURS	BRING & BRAG
Nov.	2	Div. 10	Eagle Creek Library, 2 PM EST Lexington	Bob Frankrone Designing the Louisville Southern Line Railroad	Howard Coleman	Model Photography
Dec.	7	Div 10	Library 2 PM, Lexington	Ray Pershing Scratch Building with Wood	Bill Paulsell	Freight Cars
Jan.	4	Div 10	2 PM Lexington	Fred Plymale Rocks: Molding, Casting, Installing, Painting	Lou Jacquith	Off-line Structures
Feb.	1	Div 10	Lexington	Pat Gerstle Scenery	Bill Crace	Locomotives
Mar.	1	Div 10	Lexington	Pete Birdsong Logging	Pat Gerstle	On-line Structures

To tour Bob Frakrone's Louisville Southern before the November meeting, link to  
<http://www.midcentral-region-nmra.org/frankrone/Frankrone-tour.htm>