



THE LANTERN



JUNE 2009 VOLUME 11, ISSUE 6

The Super's Column Bill Paulsell



Thanks to Wendell Greer for his presentation on the NMRA Achievement Program. He described the whole program and gave some good information on judging, but focused on the certificate he received for cars. He showed us cars that he detailed as well as cars that he scratched built and explained the requirements for the certificate. The AP program is valuable in forcing you to develop your skills. Wendell is a Master Model Railroader, having received the requisite seven certificates. We are fortunate to have someone with his skills in our group.

This month I will present a program on resin casting. The focus will be on scenery, but if my skills improve by then I may also do a little on casting structures. This is a new area for me and I am still on the learning curve.

The Regional Convention in Columbus, Ohio, April 30-May 3 was a good event. There was much to do and much to learn. In addition to myself, Fred Plymale, Bob Lawson, Larry Smith, and Alan Bourne attended. Total attendance was 201.

Read the convention report on page 4. Future conventions will be in Charleston, W.V. next year. Astabula, Ohio will host in 2011, and 2012 will be in the Pittsburgh area.

Our board has had several discussions about hosting a convention in Lexington, but no decision has been made. Our earliest possibility would be 2013. Frankly, some of us realized how old we would be by then! To put on a good convention we would need major help from our younger members; in fact, we would need more younger members. Discussion will continue.

I keep encouraging our visitors to join the NMRA. One thing that became very obvious at this convention was that DCC did not really take off until the NMRA set standards for it. Then model railroaders could buy systems with more confidence. Technology in general is changing so rapidly that additional standards will be required in the future to keep equipment interchangeable. The NMRA cannot do this work without a strong membership.

We will meet on June 7, take the month of July off, and then take a trip to the Grosser's new O Scale layout in August and to Bob Lawson's and others in September. Meetings at Central Christian Church will resume in November.

Bring n' Brag to Close Out With Open Loads

Passenger cars were our subject for May's Bring n' Brag and we had a sparse turnout with only three entries. Don Burris continues to lead the point standings with only one month left!

First, Don Burris shared his HO scale Pennsy dome car. Next, Lou Jaquith entered a sharp looking three door baggage car he made from an ancient Ambroid wooden kit to be used in his MOW service. Rich Raspenti brought an interesting collection of N scale passenger cars. Lou's baggage car handily took first place, Don came in second, and Rich was third.

Our final category in June will be open loads. This is usually a popular subject so we're hoping to have a strong finish to our season.
— Ron Kercheval

2008-09 Bring n' Brag Standings by Total Points High to Low

	May 2009	Total
Don Burris	4 (2nd)	14
Lou Jaquith	5 (1st)	12
Pete Birdsong	-	10
Tom Miller	-	9
Fred Plymale	-	7
Stew Winstandley	-	7
Bill Robbins	-	5
Tim Day	-	4
Phil Lester	-	4
Tom Krill	-	4
Dave Battin	-	4
Rich Raspenti	3 (3rd)	3
Michael Tyra	-	3
E.B. Tyra	-	3
Ed Sims	-	2
Mike Walter	-	2

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.



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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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 and the Division 10 train shows. **Send your monetary contribution to our Treasurer.**

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 materials or 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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*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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"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: Hi, Larry! You are lookin' glum again. As a matter of fact, you are lookin' glum a lot and its always about your model railroad. What is it this time?

Larry: Hi, Rivets! I am feelin' blue. I was just going through my latest ReBuy purchase.

Rivets: Looks to me like ya been goin' through your magazine closet.

Larry: Nope, this IS my latest purchase. I bought some back issues of *Model Railroad Craftsman*. I just read this article and I realize I can't afford to have a model railroad in this house. We're gonna have to move.

Rivets: Why?

Larry: Well, this article was titled "How Much Does It Cost To Own A Model Railroad?"

Rivets: Well, ya start with the kind of equipment ya buy and add things up from there. But why does that make ya blue?

Larry: The guy who wrote the article probably scared away a lot of potential model railroaders. I am committed to model railroadin', but now we have to move to a lesser house.

Rivets: Larry, you're not makin' any sense! Get to the point!

Larry: Well, the guy's line was this: ya have to consider the cost of the room in which ya put your railroad. That means if ya live in a 3500 square foot house, and your railroad takes up, say, 15 x 40, which is my layout, then that is 600 square feet. So, my house is 3500 square feet and the square footage I am usin' is over one sixth of the total. I just rounded off the numbers but my house is worth \$400,000. That means for me to have a railroad, it costs me \$67,000 just to have a railroad before I bring the first piece of bench work lumber into the room!

Rivets: So, you're gonna move to another house?!

Larry: What else can I do, Rivets? I can't afford sixty seven thousand dollars just to have a railroad. I'd be broke in a week!

Rivets: So you're gonna move to some small shack worth about \$800. So your train room will cost less?

Larry: Yeah!

Rivets: Larry, you told me two years ago your house was paid for.

Larry: It is. But in principle, it is still costing a lot of money for the layout.

Rivets: That's the point, Larry...*in principle!* Your layout isn't costin' you anything. What would you do with that space if ya didn't have a layout there?

Larry: Probably storage.

Rivets: Well, it seems to me that the space is worth the same no matter what ya have in it, so, if it were me, I would rather pay \$67,000, to have space for a model railroad than for storage. Besides, your house is paid for so there is no cost to you. Cheer up old friend, besides if you moved to some small house, there wouldn't be any room for a train layout, and then what would ya do?

Larry: Probably spend my free time watchin' train videos and eating chocolates.

Rivets: Bedsides, Larry, in this economy, your house is probably worth half of what it was. So your train room is worth half as much as you think. So I just saved you \$33,500.

Larry: Thanks, Rivets! I think I'll go shopping.

MCR Division 10, NMRA Treasurer's Report	
Beginning Balance (3-31-09)	\$2886.64
Expenses	
Lantern -Feb.	(94.49)
Lantern - Mar	(106.32)
Deposits	
Contributions	240.00
Ending Balance (April 30, 2009)	\$2925.83

REPORT ON THE MID-CENTRAL REGIONAL CONVENTION

Regional conventions are always fun. They are small and not too expensive, and you have many opportunities for conversation with other model railroaders. Thursday night they offered operation sessions, but I skipped those this time.

The first session I attended was a time with Mike Brestel, the national NMRA president. He brought us up to date on developments in the Association. They are going to put more data online for us, they are making changes in the financial management structure, they are trying to improve the model contests, and are developing a program to train and certify judges. New data sheets are going to be in *Scale Rails* and more technical information will be available on the web. They are in negotiations to move the library and museum to the California State Railroad Museum. They are trying to do something about the costs of the national conventions. The Technical Department is working on reports for *Scale Rails*.

The first clinic I attended was on structure building and weathering techniques by Gerri Doebelin. She did an excellent job and brought a number of models to illustrate her talk. They were very impressive models. She told us about specific products that she used, and I kept a list. Her favorite glue is Weldbond.

Smith and Sons Ballast presented a fine clinic on ballasting. The presenter showed a number of slides revealing how railroads ballasted, often using different colors of ballast in the same area, particularly when making repairs. If your ballast does not maintain a uniform color throughout your layout you are doing what the prototype does.

Allen McClelland showed slides of his two Virginian & Ohio layouts. The old one, a real classic, was just magnificent. Before DCC came out, he had a computerized control system that was amazing. What a single Digitrax box will do now took up a huge amount of space in his old system. The new V&O was impressive, but before it was fully developed he and his wife moved into a retirement center.

Bob Weinheimer gave a new version his operation clinic. He will do it for our group in January. It is very much worth seeing. Dean Freytag presented a clinic on how a steel mill works. His layout is famous for its model of a steel mill. Alan Bourne visited it so perhaps he can tell us about it.

I attended a number of DCC clinics which were very popular. One of the most interesting was done by Alexander Kolesnikov of DCC Trains in Cincinnati, in the Beechmont area. As his name suggests, he is from Moscow and is a real expert on DCC. He told us how the Europeans are way ahead of us on the development of DCC.

Gary Albers, who designed the first computerized control system of McClelland's V&O, gave a two hour clinic. The first hour was on DCC, the second was on signaling. He has developed a very impressive signaling system which he demonstrated with an engine and test track.

At any given hour there were two or three clinics going on, so it was impossible to go to all. The clinics I attended were very good.

One of my favorite things to do is visit the contest room. There were some fine models on display including ones by Bob Lawson and Sam Swanson, both of whom have done clinics for our group. They are both exceptionally talented modelers. I envy their talents.

On Friday night we had a two hour regional board meeting. The web site is being revised. The *King Pin*, the regional newsletter will now be on line in order to save the cost of printing and mailing. There was a lengthy discussion of the liability insurance that the NMRA provides. Our board will need to give some attention to that.

The division reports are always the most interesting to me. Several reported that they have lost members, but their attendance is approximately the same as it has been. The two largest divisions are Division 3 with 171 members and Division 7 with 300. One reported a successful flea market, another said its train show's attendance was down 20% this year.

On Sunday morning the division superintendents had breakfast. I did not attend because I wanted to get back to Lexington in time for our meeting. They did produce a list of things to do to get new members and retain members. Most of the things we already do. Sunday was also the day for self-guided layout visits. We were given maps to follow. There are many great layouts in the Columbus area and I was sorry I could not stay to see them. However, I was happy to be back with our group.

Next year's convention will be in Charleston, West Virginia. I'm sure Bob Weinheimer will mention it when he does his clinic in January. Our board has offered our division's help. I have been to half a dozen regional conventions and have always learned new things to improve my model railroading. They are great fun, and I hope you will think seriously about going to Charleston next year.

— Bill Paulsell



Rich Raspenti's N scale layout
photographed on the May 3rd tour.

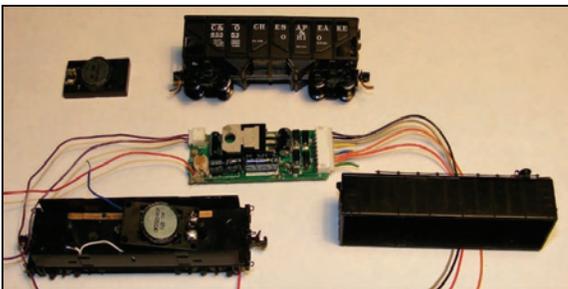
DC on-board HO Sound [Steam] installed in N scale water tender

— Stew Winstandley

I have a Walthers' Heritage N scale 2-8-4 Berkshire locomotive without DCC. The only sound module I found for a non-DCC steam locomotive was from Model Rectifier Corp., but it was for HO scale. In getting the measurements from MRC, I knew the speaker would not fit in N scale, but the sound module probably would fit.

I got two speakers from Blue Grass Model Railway Supply that would fit in N scale rolling stock. The sound module was too large for the Berkshire's tender, so I purchased a Bachmann auxiliary water tender that had lights, so I knew that the tender came with track power pickup.

I was able to get the sound module and one speaker into the water tender. I decided to install the second speaker into my Micro-Trains C&O coal hopper. The auxiliary tender and the hopper are now permanently together, but I now have programmable DC operation analog mode sound for my steam locomotive. The left photo below shows the parts before installation, and the right photo shows my PM 2-8-4 with sound in the water tender and the coal hopper.



A couple of 1:8 scale 4-6-2 Pacifics



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Baltimore & Ohio at Clifton Forge, Va.

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

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

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THE LANTERN
NEWSLETTER FOR NMRA DIVISION 10

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NEXT MEETING

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2 PM, SUNDAY, JUNE 7TH AT
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AROUND THE BEND

MON.	DAY	HOST	PLACE/TIME	EVENT / PROGRAM	TOURS	BRING & BRAG
June	7	Div. 10	Central Christian Church, East Short Street, 2 PM	Bill Paulsell Resin Castings	Wendell Greer	Open Loads (last B&B for 2008-09)
July	5-11	NMRA	Connecticut Conention Center	National NMRA Convention, Hartford, Conn.	No Div. 10 Meeting	
Aug.	2	Grosser	1145 Linn Road, east of Eubank, Ky.	Field Trip	Grosser's O scale	
Sept.	5 (Sat.)	Lawson	6531 Naomi, near Monroe, Ohio	Field Trip to layouts around Cincinnati area	First stop at Bob Lawson's	
Oct.	4		Winchester, Ky.	Business Meeting	George Campbell	

July 5-11 <http://www.nationaltrainshow.org/2009/hartford.html>

August 2 http://www.grossersnostalgia.com/?Venture_into_O_scale