



# THE LANTERN



APRIL 2021 VOLUME 23 ISSUE 4

## From the Superintendent

I want to thank Mark Underwood, Bob Belt, Bruce DeMaeyer, Randy Coffman, and Lou Jaquith for volunteering to present a mini-clinic at the last monthly meeting. They all did a great job and gave us some valuable information we all need in model railroading. That was my purpose in planning this series of mini-clinics covering many topics. I will plan on having other “How-to” clinics but we will have fewer presenters each time. It is difficult to cover a topic in 15 minutes when a longer time is needed to adequately cover the material. I hope you gentlemen got some information that you can use. There is a lot to learn in model railroading. I learned from the presentations and also got a review of other needed information.

For the April meeting, Bill Paulsell, MMR, will present a clinic on how he scratchbuilt one of his structures for his layout. Bill has been replacing all his non-scratchbuilt structures with scratchbuild ones, and he has been doing a great job in the process. Bill will show us how to scratchbuild a structure.

In May, Rich Murphy will tell us about building his new layout. Rich has experience in building layouts, but this is the new layout he is building in his new house in Kentucky. With his presentation, you’ll know it is going to be a very good HO layout. Hopefully he will tell us what materials he is using, why he did certain steps, and what he is planning for the future. I imagine Rich will mention what era he will be modeling, and what we will find on the completed layout. I do not know much about his layout, but from a couple comments I do not think my diesels will be welcome.

There are more clinics planned but if you wish to hear about a certain topic, or wish to present a clinic, PLEASE contact me.

On August 1st we have been invited to visit and see Ray and Renee Grosser’s layouts. This is a time that those of us with vaccinations for Covid-19 can finally get together.

I would like to thank the members who participated in the Monthly Modeling in March. We had the highest number

participating and I loved it. Let’s try to keep participating in all the months, or as many as you can. Brian has done a good job and we need to keep it going. See the schedule on page 4 for future models.

I would also like to ask members to contribute something to the Lantern or our Facebook page. Anything that is model train related can be contributed. I hesitate to mention some things, since it may seem like I am limiting it but if you have something you would like to share with the other members, please email it to Stew. It could be something you did with your layout, something you found for the layout, or any prototype railroad news, or something you did with the full size trains, or something you found interesting related to trains. Share your experiences with others .

Since a number of us seem to have completed our two vaccine shots, I was wondering how many would be willing to get together for an operating session. The CDC has said that if everyone in the small group has completed their two shots, plus two weeks, that we can meet and we do not have to use masks. I believe the CDC also mentions a limit of 10 or less persons to gather in a group. I know that people would like to get together again but also want to feel safe. I am just curious as to how many members would be willing to try and get together for an operating session, say this summer? I think a lot is up to the owner of the layout as to what the members are required to do. I do not know what an owner would say, maybe requiring that people who come to his house should have completed their two shots plus two weeks. There may be a requirement for masks, and a limited attendance.

I believe that I may try to have an operating session sometime in the future, maybe June or July. If you would like to comment on this, please send me an email stating yes or no and any other comments. Thanks and stay safe and keep on modeling.

— Larry Smith (larry.ksmith@yahoo.com)

## In Recognition...

Many thanks to folks listed in the column below. They have given their support for our club. We encourage all NMRA members to help with financial support to *The Lantern* and our website and the Division 10's activities. **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 MidCentral Region. Div.10 is recognized by the US government as a 501c3 corporation and your cash or material donations may be tax deductible.

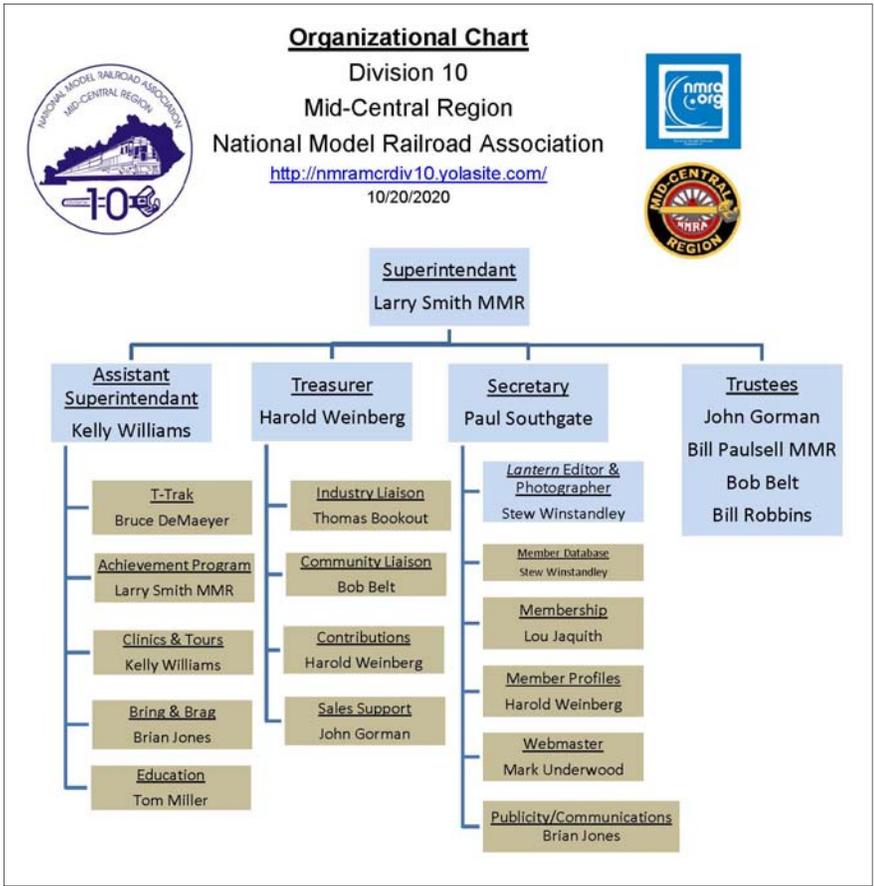
Report materials or time to Stew Winstandley. To the right of each contributing member's name is the month of his or her latest contribution. Whenever one makes a contribution of money, material, or time, his or her date will be updated, and for new contributors, their name will be added. Anyone making a contribution will be listed below for 12 months.

John Wilshire	10/20
Lou Jaquith	1/2021
Rich Murphy	1/2021
Chester Myers	3/2021
Fred Plymale—Slide Projector	
John Gorman—Contributions to T-Trak	
Harold Weinberg—Treasurer's Materials	



For the NMRA MC Region officers link to [www.midcentral-region-nmra.org/bod2.html](http://www.midcentral-region-nmra.org/bod2.html)

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### Division 10's advertising policy:

A. COMMERCIAL AD RATES 1. Newsletter • \$10/month for business card • \$15/month for 1/8 page or less • \$25/month for 1/4 page • \$45/month for 1/2 page • \$80/month for full page • Multiple separate ads can be aggregated together for the above price structure. 2. Web site: No commercial ads allowed.

B. MEMBER AD RATES 1. Newsletter: Member rates will be at 20% of the commercial rates. Members that have a commercial business will pay the commercial rate. 2. PAYMENT Payment is by cash or check to the treasurer in advance. No credit/debit cards..

- Website** addresses are: 1) above at top of Organization Chart,  
2) <https://www.facebook.com/NMRA.MCR.Div10/> and  
3) <http://ttrak.wikidot.com/nmra-mcr-division-10-the-kentucky-division>

**Division 10 Treasurer:** Give or send your contribution to Harold Weinberg, 8 Lansdown Estates, Lexington, KY 40502-3322.

Santa Clara, California—The host committee of the 2021 national convention of National Model Railroad Association, Inc., NMRA 2021 Rails By The Bay, announced that it has canceled its convention that had been scheduled for the Santa Clara Marriott Hotel & Conference Center on July 4-11, 2021. A multi-day video virtual event probably starting July 6th—which will retain the name NMRA 2021 Rails By The Bay—is under development. The National Train Show, which is separately planned and operated, also is canceled.

Larry Smith mentioned operations on page 1. Recently in a *Trains* magazine Forum, the following question was asked. One of the of replies is copied below. Larry has had operating sessions, and his layout has signals (photo bottom of page), but is it CTC?

## How are train orders conveyed to the crew?

Timetable and Train Orders as a method of operation no longer exists on Class 1 carriers. They all operate on some form of Centralized Traffic Control or one of two systems for unsignalled territory - Direct Traffic Control or Track Warrants. DTC has specific blocks that are defined in the ETT. Track Warrants are variable and can be issued from station to station or Milepost to Milepost.

On CSX when crews come on duty they are issued a numbered Train Bulletin that among other things contains the Train Identity, Names of the Crew and whatever Train Messages are active on the subdivision(s) the train will be operating over to the destination of the crew's run. The Train Bulletin is delivered at the crew room on a designated printer or Fax machine. Train messages include Slow Orders, Work Limits and employee contact for the work and any other messages that may affect the crews operating on the subdivision(s). MofW personnel must input the data for Work Limits at least 14 hours prior to the effective time for the work. If the crew picks up the Train Bulletin and it is OVER 4 hours from the time it was created they are to contact the Dispatcher who will authorize them to destroy the 'old' bulletin and a new one will be sent. When getting any train bulletin the crew must contact the Dispatcher so that the Dispatcher can electronically attach the identity of the Train Bulletin that the crew will be operating their train on.

Trains operating in CTC territory use Signal Indication as their authority to move. In Dark Territory the Dispatcher will radio specific authority in the prescribed form that must be copied by the crew in the field and the relevant data must be repeated back to the Dispatcher who will then give the crew a 'OK' time and initials when the authority has been repeated CORRECTLY. Once the crew has the OK'd authority they can move - the authority can be specified in one or both directions.

Restrictive train messages are transmitted from the Dispatcher by radio. If the initial point of the restriction is within 5 miles of the train's location - the train must be stopped before a crew member copies and repeats the train message correctly to the Dispatcher for his OK. Trains over 5 miles from the point of restriction can have a employee, THAT IS NOT OPERATING THE LOCOMOTIVE, copy and repeat the train message.



Amtrak and other passenger organizations, that normally operate with only a Engineer on the locomotive are handled in one of two ways - The Engineer copies the train message while stopped at a station stop, or the Conductor navigates from the passenger cars to the locomotive cab, and then copies and repeats the train message from the cab of the locomotive while the train is on the move.

# THE LANTERN

NEWSLETTER FOR NMRA MCR DIVISION 10

210 BRANNON RD.  
NICHOLASVILLE, KY 40356-9711  
nmramcrdiv10.yolasite.com



## Emails from the NMRA:

All members with an email address on file with the NMRA probably received the following message. If you ignored it, here is part of the message.

“It has come to the attention of the NMRA IT department that many members do not receive NMRA publications because other members use the spam button.

If a publication is of no interest, delete it. Never use the spam or junk button. If too many do this, service providers such as Yahoo will block everyone from seeing the emails. Most NMRA members want to keep in touch.”

**APRIL 11, 1:30**

ONLINE ZOOM MEETING

## MONTHLY MODELING

BEGINNING OF A T-TRAK  
MODULE OR A 1 SQUARE FOOT  
DIORAMA

## MEETING AGENDA

BULDING A STRUCTURE, BILL  
PAULSELL

**TOUR**

NONE

## AROUND THE BEND

MON.	DAY	HOST	PLACE	EVENT / PROGRAM	TOURS	MONTHLY MODELING
April	11	Div. 10	Zoom online, 2nd Sunday	Building a Structure, start to finish, Bill Paulsell	None	Start of T-Trak module or Square Foot Diorama
May	2	Div. 10	Zoom online	Building My Layout, Rich Murphy		Scratch Built Structure
June	6	Div. 10	Zoom online	Beginning Operations, Bob Frankrone		Detailed Track Right of way, 100+ scale feet.
July			No meeting, no newsletter			
Aug.	1	Grosser's	1145 Linn Road, east of Eubank, Ky. 42567	Visit to Grosser's outdoor 7.5" gauge RR for vaccinated families		

<https://zoom.us/download> - The web browser client for Zoom meetings will download automatically when you start or join your first Zoom meeting. Whether you are doing a Zoom for the first time or have done it before, use the link (web address) that will be emailed to you the middle of the second week of April.