



THE LANTERN



JANUARY 2017

VOLUME 19, ISSUE 1

Superintendent's Report

At our December meeting our AP Chairman, Larry Smith, MMR, presented NMRA Achievement awards. Congratulations to **Tom Miller** for his Golden Spike, **Tom Bensberg** for his AP Volunteer and me for AP Chief Dispatcher. Great job, guys.

I had a couple questions asked at the December 'Building in Brass – a McKeen Car' clinic that I couldn't answer. Well, I did some more research and got partial answers.

The first stumper was what was the tractive effort of the McKeen motorcar? Answer – beats me. I could find absolutely nothing about this! Closest I could come was the weight – as designed, the 55' McKeen car weighed in at 60,000 lbs. Other sources related the original engine size – 100 HP – was inadequate and was soon replaced with 200 HP and later with 300 HP. I couldn't find any weights for the 70' cars. Some of the 70' McKeen's did have a trailer passenger car but most were known for their lack of power – which was probably more a factor of using a single axle drive – hey, this was in the early 1900's with a notoriously unreliable gasoline engine.

The second question was what kind of braking the McKeen motorcar had. Answer - bingo – it had brake shoes on all wheels! The reason this one puzzled me was that there was NO evidence of brake shoes on any of the photographs and no reference to braking in any of the McKeen patents. The answer came from a contact at the Nevada State Railroad Museum in Carson, Nevada – the Historian. I tracked him down - he went out to the Virginia & Truckee #22 and looked. By the way, he thought the question was a really good one. Anyhow, the brake shoes on the wheel tires are hidden by the side frame on both the front and rear trucks (different from most passenger trucks with the brake shoes on hangars on the outside [front/back] of the truck side frame). The operator did have a hand brake in the engine compartment – which did show in the 1909 erection drawing of the 55' Passenger & Smoking Car. Took me 3 or 4 tries of examining that drawing and legend to find that!

The third question was what kind of transmission the McKeen motorcar had. Answer – another bingo. The McKeen had an air operated clutch which the motorman operated from a 'brake & clutch actuating valve pedestal' in the engine compartment.

All of the above points out the fun of doing a clinic – you can always learn something from the audience.

I'm looking forward to the January Bring & Brag for several reasons. One is that Bruce DeMaeyer & I have cobbled together a video system to the projector. This will allow everyone to see – up close and personal – the models while the 'bragging' is going on. Hopefully, this will be a lot better than crowding around the table. The other reason is that I can't wait to see what the Division members' contest entries look like – in whatever shape they're now in - for the May 2017 MCR Convention in Louisville. FYI – you will see the McKeen motorcar that I covered in the December clinic. **Bring 'em on!!**

— Bob Belt

Editor's note: Beginning with Bob's second paragraph, his discussion relates to his clinic at our December meeting. For the members not in attendance, the presentation can be seen on our website by linking to: <http://nramcrdiv10.yolasite.com/resources/Articles/Building%20in%20Brass.pdf>

Below are photographs of Tom Miller (left), Bob Belt (right), and Tom Bensberg (center) as mention in the first



paragraph.



12 04 2016 15:01



For the NMRA MC Region officers link to www.midcentral-region-nmra.org/bod2.html

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.

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 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 not making a contribution within 12 months will be dropped .

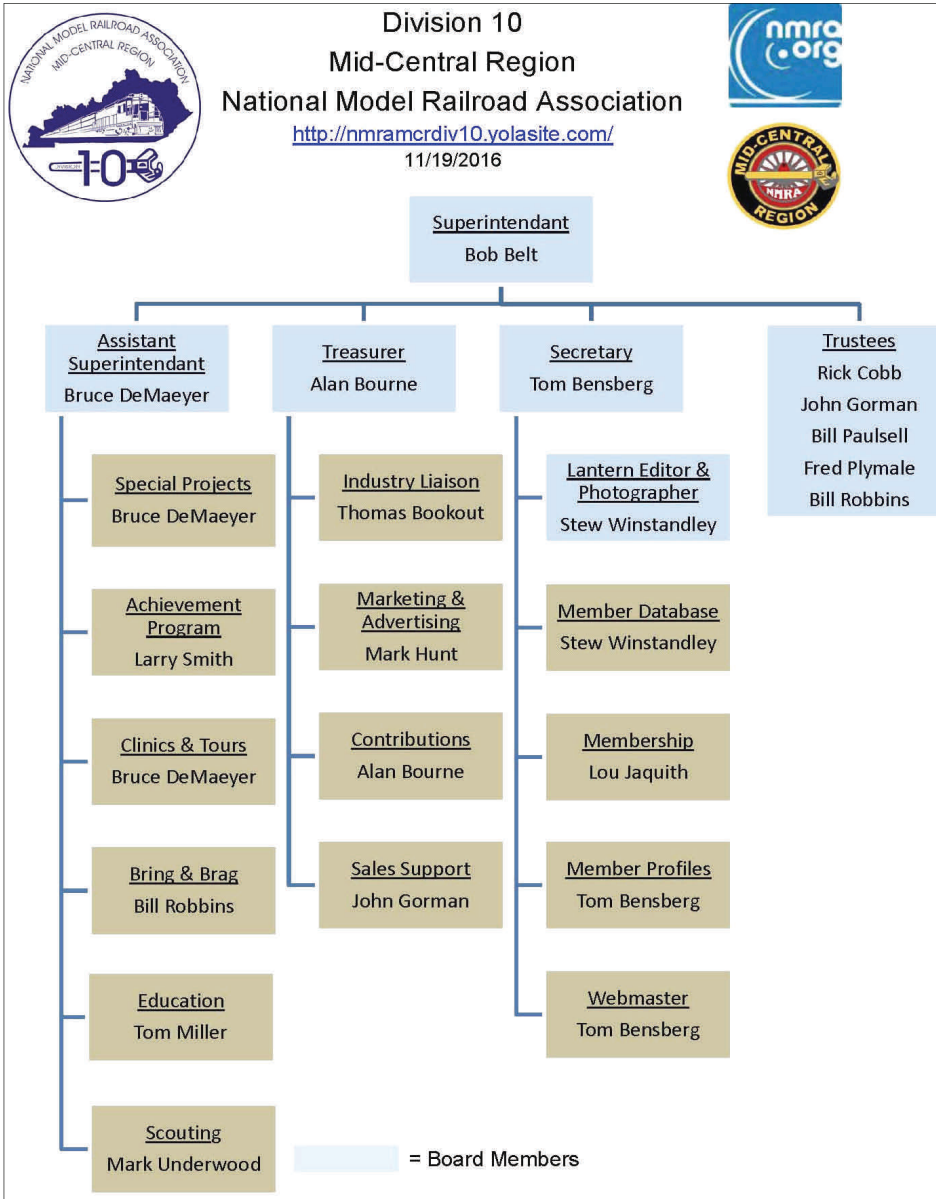
David Battin	10/16
Lou Jaquith	"
Franklin Miller	"
Tom Krill	"
Don Burris	9/2016
Clyde David Burberry	"
Bill Marshall	"
Harold Weinberg	"
John Bowling	"
John Stokes	4/2016
Bill Robbins	"
Chester Myers	"
Clay Faulconer	"
Raymond Cox	2/2016
Rick Cobb	12/15
Mark Hunt— paper and copying of printed materials	

Member Profile

Larry Smith



My model train beginning was similar to many others in that I played with my older brother's Lionel trains when I was young. When my brothers left home they took their trains and I was left without any models. I did without model trains for some time until I was married. One day while my wife and I were walking thru a store, I saw a train set with a blue steam locomotive that I fell in love with. My wife indulged me and I set up a 4" X 8" sheet of plywood in our bedroom on which to run it. The apartment in Atlanta was huge, our bedroom easily absorbing a sheet of plywood. Now that I had one of my own, I became more interested in "train related" activities. Having a layout led me to the local hobby shop, which led to the NMRA local meetings. The owner of the hobby shop



Division 10 Treasurer's Report:

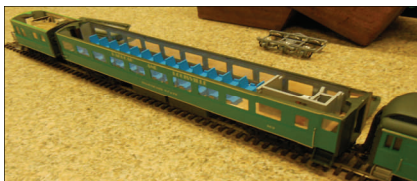
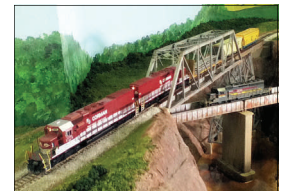
Nov. 1, 2016—\$12,245.17;
Expenses: Lantern \$21.62; Deposits:
Contributions: \$.00 Balance Nov. 30,
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was the superintendent. The NMRA meetings and accompanying layout tours really opened up my eyes to the work and fun of model railroading. It showed me what all could be done, all the related activities, and all the nice and knowledgeable people one could meet. Besides the NMRA, the wife and I found another railroad group called the Ferroequinologists. In Latin, it refers to lovers of iron horses. This was another river of information and train related activities. They were interested in anything related to trains including model railroading. Another plus, besides having many wives active, is that after the meetings we would adjourn to the nearby restaurant for more discussions. I became president a couple times and program chairman for about ten years. Besides the monthly presentations, we had prototype tours, and quite a few train rides as a group, including going to New Orleans and back on Amtrak. We also invited the NMRA members to join us and many of them did. The Ferroequinologist members were very helpful in making suggestions and offering programs. It was, and still is, a great group of people.

While in the Piedmont division of the NMRA in Atlanta, some of the members started to form an operation group, which at the time was sort of a novel idea to us. One was formed, and then I formed another group of guys who lived in our general area, and we called ourselves the North Atlanta Rail Barons. Our purpose was to operate on member's layouts and to also construct layouts for other members so we could eventually operate on the finished layout. What a great way to provide the manpower and skills to get a member to finally build his own layout. In a group of guys, various members usually have various skill sets, and one can learn a lot from just watching and asking. This group was the beginning of my quest for my MMR. One guy in particular, our unofficial leader, would announce for all to hear, "Well if so and so would ever turn in his paperwork, he would get an AP certificate". After hearing this a number of times, I finally filled out and submitted the paperwork. After you receive the first AP certificate, it is like, "Well, what do I go now?" I figured I might as well work on the other ones. I received good advice and assistance from the Piedmont members, especially the Rail Barron members, while working on the three AP certificates I received in Atlanta. My regret is I should have asked more questions and gotten more advice from the MMRs and other great modelers that were in Atlanta, especially when I started building cars and structures. I am sure they would have been more than willing to help.

After retirement, we settled in Kentucky because that is where the grandkids are and also because my wife was closer to her ailing father. She is from Kentucky and I knew I would have to bring her back eventually. As I expected, there are also friendly and great modelers here. After I came to Kentucky, along with building an HO layout, I finished the other four AP certificates to complete my MMR #521. I have enjoyed working on the AP certificates. At times it has been frustrating, elating, stressful, fun and satisfying and I am glad I finished it. I can also remember Pete asking, "When will you finish so we can judge it?" Because of working on the MMR, I have learned new skills and information, met new friends, and ventured into some new activities. I also enjoy being a member of the Bluegrass Railroad Club, the purpose is similar to the Ferroequinologists. This club also allows me to run model trains at the horse park for Southern Lights. I am also a member of the Bluegrass Railroad Museum which allows me to ride on a 1 to 1 scale train as a car host. I hope to complete the requirements to become a conductor there next year. I also enjoy participating in what my friend calls "Rail Camp" where a bunch of us old guys collect at various railroad locations to take pictures of trains. This activity also allows me to take pictures of cars and structures that I can model for my layout. Picture taking is also part of the CSX Historical Society and also the railroad group associated with UK, that Bruce introduced me to. Yes, model railroading has introduced me to a number of knowledgeable and nice persons and a number of rewarding activities.



December's passenger car Bring & Brag, clockwise from the top far left: Doodlebug under the tree, Stew Winstandley; Bill Paulsell's; Lou Jaquith's; Fred Plymale's; Mark Underwood's consist; Joe Holbrook's, and Randy Coffman's truck.



The Winter NMRA Board of Directors meeting will once again be held in Atlanta, Georgia, on February 18, and 19, 2017 at the Drury Inn & Suites. The Budget and Operations meeting will begin at 2:00 PM on Friday, February 17, and the Board will be in caucus that evening. Both of those meetings are only open to invited guests. The regular open session of the BOD meeting begins at 9:00 AM on Saturday, February 18. Because the agenda is not yet finalized, there's no way to tell if the meeting will continue on Sunday. All members are invited to attend the open sessions. Link to nmra.org for details.

THE LANTERN
NEWSLETTER FOR NMRA MCR DIVISION 10

210 BRANNON RD.
NICHOLASVILLE, KY 40356-9711
WWW.DIV10-MCR-NMRA.ORG



JANUARY 8, 1:30

TATES CREEK BRANCH LIBRARY

BRING AND BRAG

MODELS THAT MAY BE ENTERED
IN THE MCR CONVENTION

MEETING AGENDA

BRUCE DEMAEYER—ROUTE
SIGNALING

TOUR

TOM BENSBERG—N SCALE,
3218 MONTAVESTA, 40517

AROUND THE BEND

MON.	DAY	HOST	PLACE	EVENT / PROGRAM	TOURS	BRING & BRAG
Jan.	8	Div. 10	Tates Creek Branch Library	Route Signaling, Bruce DeMaeyer	Tom Bensberg—Modern N scale	May MCR Convention entries
Feb.	5	Div. 10	Beaumont Branch Library	Steam, Joe Holbrook	Lou Jaquith—HO scale P&L	Any model powered by steam
March	5	Div. 10	Tates Creek Branch Library	Modeling a prototype, including 3D printing, Stew Winstandley	Bruce DeMaeyer—Modern N scale	Flat or well cars with loads
April	2	Div. 10	At a library			
May	7	Div. 10	At a library			

MCR 2017 Pan American Convention, Louisville at the Galt House, May 18th—21st.

<http://div8-mcr-nmra.org/site/2017PanAmerican/>

Great Train Expo Louisville - 21st and 22nd, January 2017 at the **Kentucky Exposition Center** (Fairgrounds)