



THE LANTERN



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Superintendent's Report

October kicks off a Division 10 effort, led by **Tom Miller**, to teach Model Railroading 101, three one-hour classes, under the auspices of the Osher Lifelong Learning Institute (OLLI) at the University of Kentucky. The class will be held in the UK Library at 1:30 on October 20, 27, and November 3.

The Division 10 board of directors met on Thursday, August 2. The main topic of discussion was the possibility of Division 10 hosting a future MCR convention, possibly in 2015. The consensus of the board is that it would like to do this, and that we would like to hear opinions, suggestions, etc. from the membership. Please contact any of us with your ideas on this subject.

Please note that our September meeting will be held at the Tates Creek Branch Library. This meeting begins a new year of Bring and Brag for 2012—2013.

NMRA InfoNet News reported that **Charlie Getz** became the new President at the annual business meeting in Grand Rapids. Charlie has stated that his first order of business is to simplify the organizational structure of the NMRA. Charlie appointed Jack Hamilton to head up a new committee which will prepare a plan to help guide the NMRA into the future.

At our October meeting the newly elected officers will be installed to lead Division 10 for the next two years.

— Pete Birdsong

NMRA 2012 National Convention

This year the convention was held in the Amway Grand Plaza Hotel in Grand Rapids, Michigan. The hotel was enormous, and we all got lost finding our way to the first clinics.

The convention followed the usual format: clinics, layout and prototype tours, and contests. There was a large silent auction. I was successful in getting a Broadway Limited GG1, which I had been wanting for a long time, and the setup materials for battery operation of a G gauge loco. I have already converted one engine, but now I can do the other one.

The first clinic I attended was on painting, detailing, and weathering Iowa covered hoppers used for shipping grain. The presenter has over 90 on his own layout. He gave some good information on making your own decals. After that I moved to one on modeling the East Tennessee and Western North Carolina Railroad in On30 which went from Johnson City, Tennessee to Boone, North Carolina. The presenter modeled selected locations along the line as well as Boone and Johnson City. One of the better clinics was a day in the life of the Rio Grand Southern. The operation on that one day was described.

I always try to attend clinics on operation. One was titled Introduction to Time Table and Train Order operation. It was a good clinic, but I am just not interested in doing a lot of paperwork while operating. Some folks want to do everything like the prototype. There was a good clinic on operation on a small layout which emphasized using whistle signals and monitoring coal and water usage. Another good clinic was on KD couplers, including

the history, the development of the coupler, and some tips on installation. I attended because there was nothing else that hour that I was interested in, but the presenter did an excellent job.

There were some good clinics on various aspects of structure building. One was on adding interior detail. However, the woman who presented it told us how to avoid having to do interior detail by the careful use of awnings and signs in windows. I did not find it too helpful. The same presenter did a better job in a clinic on weathering and detailing structures. She emphasized the importance of roof details.

Tony Koester, a popular columnist for Model Railroader, did a very fine clinic on kitbashing structures. He has the ability to see many other possibilities in a kit than what the manufacturer intended. He promoted a new line of weathering powders called Pan Pastels which he thinks are excellent.

The best clinic I attended was on kitbashing MDC/Roundhouse Overton passenger cars. He cut up cars and rearranged the sides and other parts to make longer and shorter cars as well as a great looking railcar. He combined a couple of kits to make a drover caboose which won the Peoples' Choice Award in the contest room.

The most ambitious clinic was on designing and building the Toledo terminal. This was not just about a station, but all the industries served by railroads in Toledo.

Continued on right side of page 2

WITLESS and CLUELESS

The Continuing Story of Rivets O'Reilly & Larry Loungear
by Mike Armstrong

Rivets: Hey, Larry, what's been happen' in model railroad land?
 Larry: As usual, Rivets, something went wrong.
 Rivets: Larry, sometimes I think you could write a book entitled: Life in the Caboose Crapper".
 Larry: Boy that's the truth.
 Rivets: What happened this time?
 Larry: I joined a "N Scale" modular railroad group. At our first show, things didn't go so well.
 Rivets: Give me the Cliff Note version.
 Larry: First of all, I used HO track with a N Scale rail. It was supposed to be HO N3, but you can run N Scale on it. Made it myself.
 Rivets: You mean to tell me those guys were so particular that they didn't want HO track on a N scale layout?
 Larry: Well, I thought I could use it at home, too. And then there was that incident.
 Rivets: What "incident?"
 Larry: I was runnin' west and they were runnin' east.
 Rivets: So?
 Larry: We were on the same track.
 Rivets: Yeah? So somebody takes the siding.
 Larry: I missed my siding, but the next one was long enough for my train.
 Rivets: So...no problem"
 Larry: I thought I could make it.
 Rivets: But you didn't.
 Larry: Not only that...my DCC radio throttle lost contact with my engine. My train plowed on down the track, through a freight load of about fifty ore cars.

Rivets: Wow. I'll bet that was a mess!
 Larry: I didn't know ore cars would fly so high and so far.
 Rivets: So what happened.
 Larry: I got a letter today. They said I could still be in the club if I promised NOT to come to any more meetings.
 Rivets: What?!
 Larry: Yeah, and I don't know why? That only happened four times that weekend.

National from page 1 The last clinic I attended was a panel discussion on "What would you do differently." Most of the presenters were pleased with their layouts, but some talked about needing better lighting and the benefits of various layout heights. Everyone agreed that you should operate on your layout for a while before putting down any scenery. You need time to work out bugs and make changes.

At one clinic a man introduced himself to me as "Charlie" and we exchanged pleasantries. In a few minutes he was introduced as Charlie **Getz**, the incoming president of the NMRA. He is a former federal prosecutor and has argued cases before the Supreme Court. He talked about the legal necessities the NMRA has to follow, but said that he wanted the emphasis to be on the hobby above all else. The bureaucratic side of the NMRA is not the main point. No organization is perfect, but our primary purpose is to have fun with our hobby. I was impressed with his energy and attitude.

As I listened to clinic presenters and engaged in conversations, I had the feeling that I have barely scratched the surface of model railroading and what it has to offer. There are some real pros in this hobby, some of which are in our Division 10. On the other side, I was amazed that someone at a clinic asked what Dullcote is. Convention attendees represent many levels of ability.

This was my ninth convention and it was an okay one. There were not as many clinics offered in my areas of interest as in the past, but there were enough to keep me busy.

The show, which is the main reason many people come, was also okay, but not outstanding. There were many layouts in a variety of scales, and I enjoyed looking at them. As usual, the show did drain my wallet.

I registered complaints to two of the manufacturers. KD has started making trucks without real springs which have the bolster attached to the sides and split in the middle. Trying to hold those together and keep the wheels on during installation is very frustrating. I asked if they were going to stop making sprung trucks and was told, "We still have them." Not exactly a direct answer.

I also talked to a technical person at MTH about our problem with their locos. When there is a derailment that causes a short the loco number has to be reprogrammed again. His instruction was to program a number in, power down, then power up for the same number. If it works there should be no future problem. However, he did say that he would try to reproduce the problem when he gets home and see what happens.

It was a good week, I enjoyed my time there, and learned a few new things. The next convention will be in Atlanta, followed by Cleveland and Portland, Oregon.
—Bill Paulsell

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THE LANTERN

NEWSLETTER FOR NMRA MCR DIVISION 10

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

BRING AND BRAG

FOOD SERVICE PASSENGER
CARS

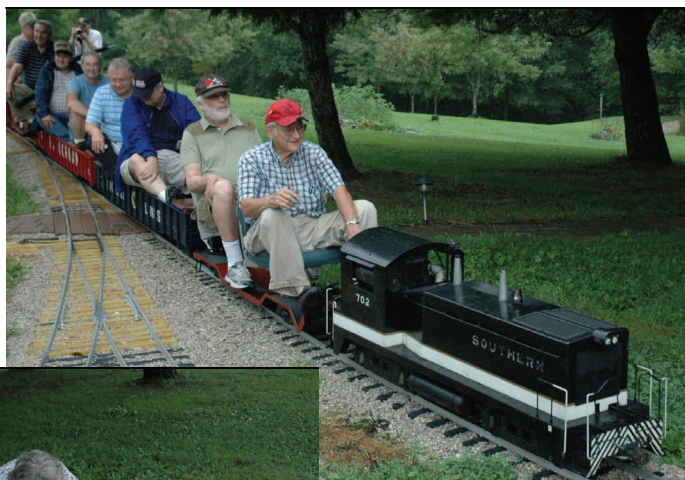
NEXT MEETING

SEPTEMBER 2ND AT THE TATES
CREEK BRANCH LIBRARY - 1:30

TOUR

JOE HOLBROOK'S,
702 SEATTLE DR, 40503

The August meeting was held at Renee and Ray Grosser's. Shown in the bottom left photo is Renee driving the golden spike on their 7.5" gauge railroad.



Joe Holbrook, shown above at the controls, brought his Southern 702 switcher and some cars to run on the Grosser's layout.

Photos by Larry Smith

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Weekdays 10 - 7:30, Saturday 10 - 5, Sunday 1 - 5

AROUND THE BEND

MON.	DAY	HOST	PLACE	EVENT / PROGRAM	TOURS	BRING & BRAG
Sept.	2	Div. 10	Tates Creek Branch Library	Websites for Model Railroaders—Tom Bensberg	Joe Holbrook	Food Service Passenger Cars
Oct.	7	Div. 10	Central Christian Church	Scratch building a locomotive—Pete Birdsong; Computer controlled layout—Stew Winstandley	Bob Ferguson	Tips and Tricks
Oct.	20 & 21	Div. 7	Lakota West High Sch., 8940 Union Centre Blvd. West Chester, Ohio	Cincinnati Model Railroad Show	Layouts	
Nov.	4	Div. 10	Central Christian Church	Materials and Techniques—Pat Gerstle	Bob Belt	Personal auto or pickup truck

The Lantern is a monthly (except July) publication of Division 10, Mid Central Region (MCR), National Model Railroad Association (NMRA). 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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\$3476.82 minus Lantern \$57.99, ending \$3418.83