



# The Lantern



Volume 9, Issue 11

Newsletter for NMRA Division 10, Mid-Central Region

November, 2007

## The Super's Column

By Bill Paulsell

It is actually true that sometimes life imitates art. Lou Jaquith gave us a great program on his life with the Paducah and Louisville Railroad. When a group of West Kentucky businessmen bought a branch of the Illinois Central and had trouble finding a name for their new railroad, Lou sent them information about his model railroad which was called the Paducah and Louisville along with his paint scheme and logo. The railroad called Lou about it and adopted the name, logo, and color scheme. When asked what he would charge for using his ideas, Lou said, "Just let me ride a train once in a while." The deal was made!

Lou took us on a virtual tour of the real Paducah and Louisville and then on a tour of his layout. He showed us pictures of model locos he had painted for the railroad and how the color scheme and design changed over the years. It was a super presentation.

Ed Butcher brought to the meeting a beautiful book of Colorado narrow gauge photographs made in the nineteenth century. The photographer had to carry his equipment on a burrow before the railroad finally let him use a train. They were stunning photographs.

I think everyone enjoyed the visit to Pete Birdsong's layouts. His finished N-scale layout had three unattended trains running during the afternoon without a mishap, and his On30 layout reflected a great amount of work with hand laid track and turnouts, scratch built structures, and a background mural Pete painted himself. The layout is based on a logging railroad and the equipment ran flawlessly. Once again, we saw an example of fine modeling skills, and were impressed with his beautifully set up and organized workshop. The talent in Division 10 is amazing.

For the first time in history there were no entries in Bring and Brag. The category for next month is steam locomotives. I hope many members will bring scratch built, kit built, or superdetailed locos for us to see. John Gorman will teach us how to select and install DCC and Sound decoders. DCC is still somewhat new to many of us and completely new to others. There is much to learn.

We regret we could not have our train show in October. Only two dealers had agreed to come and one of those was a little uncertain. We didn't want to have a show we could not really be proud of. However, we are planning a Division 10 swap meet on March 15, 2008. A swap meet should provide a slightly more relaxed and informal atmosphere so mark your calendars.

Speaking of shows, we are entering the fall show season. I am planning to attend a Great Train Expo Show at the Indianapolis Fair Grounds on the 20th of this month. Cincinnati Division 7 of the NMRA will have one at Lakota West High School, just north of I-275 at West Chester, Ohio, Exit 19 on I-75, on the 27th and 28th. Begins at noon on Saturday and 11:00 AM on Sunday. Division 3 in Dayton will have its show at the Hara Arena in Dayton on November 3 and 4, beginning at 11:00 AM each day. Both of the NMRA shows are in reasonable driving distance for us.

I will be attending the Regional NMRA meeting of Officers and Superintendents on October 21st. I'll have a report in the next Lantern.

A reminder to officer and board members: the next meeting is at my house on November 15, 7:00 PM.

Hope to see you at the Beaumont Library on November 4th!

## *Bring n' Brag*

By Ron Kercheval

Our Bring n' Brag season is only two months old and we've already broken two participation records! In September, we set a record for the largest number of entries; in October we the smallest number: ZERO! In all fairness I should take some responsibility for having dioramas as a category so soon in the season. All was not lost, however: Ed Butcher shared a huge photo album with us and Lou Jaquith had an excellent display on the use of sedum as a material for trees.

Speaking of Show and Tell, I want to give a big hand to those who have brought items to share with us, whether they're brand new RTR locos straight out of the box or modeling works in progress. After all, what do the words "Bring" and "Brag" really mean? I would get as much pride and satisfaction from answering several questions about a model I was working on as winning first place in a monthly contest!

The L&N Historical Society's annual convention was held October 4th through 6th in Bowling Green. They usually have a model and photo contest, but did not this year. Several people brought a huge number of models anyway to share and talk about. Two members came all the way from Colorado with more than a dozen locos and freight cars apiece! Thursday afternoon was a beehive of activity as several of us hovered over their work acting like kids in a candy shop. If two guys can drive two full days from Denver with a boatload of models, surely some of us here can bring something to one of our meetings on a Sunday afternoon! Steam locomotives are the theme for November.

Don't forget, our Sale/Trade table is always open. Since we're not having a train show this fall, you can take your unneeded items to the library instead. Who knows, you may move those items after all! So long until next time!



# National Model Railroad Association

*The Lantern* is a monthly 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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<b>Programs</b>	Mike Baskette
<b>Turfland Schedule</b>	Stew Winstandley
<b>Webmaster</b>	Pete Birdsong

## 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 or with their time and/or materials to support our layout at the Mall 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.

Robin Grider	9/18/07
William Paulsell	9/8/07
David Battin	9/2/07
Alan Bourne	9/2/07
Billy Judd	9/2/07
Ron Kercheval	9/2/07
David Oswald	9/2/07
Raymond Cox	8/28/07
Dennis Peevy	8/23/07
Robert Lawson	8/5/07
Don Burris	7/29/07
Billy Conn	7/29/07
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Herman Butler	7/12/07
John Gorman	7/1/07
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John Stokes	3/15/07
John Daniel	1/12/07
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Ken Fortney	11/6/06
Louis Jaquith	10/21/06
Tom Krill	10/1/06
Tony Lucio	10/1/06
Tom Miller	10/1/06

*If you have made a donation of money, materials and/or time that is not reflected on this list please notify John Gorman! THANKS!*

# Scale Reproductions Hobby Shop

3073 Breckinridge Lane  
Louisville, KY 40220  
(502) 459-5849  
brian@sri.win.net

HO & N Scales  
Are eligible for our  
10% NMRA member Discount!

MCR Division 10 continues to thank

## Turfland Mall

for the generous donation of space to display and run our  
N-Trak Layout



### DIRTY TRACK?

**We can help!** Rent a CMX Track Cleaning Car -  
Only \$1.00 per day, or \$5.00 per week.

**See details** on the car at: [http://tonystrains.com/technews/clean\\_machine.htm](http://tonystrains.com/technews/clean_machine.htm)

**See Pete** to arrange for rental Tuesday nights at Turfland Mall, or call at (859) 268-1462, or e-mail at [rrpete@insightbb.com](mailto:rrpete@insightbb.com)

**Give your track the white glove test!** These heavy-duty brass cars cost almost \$120 each, use a non-snagging, spring-loaded pad which can be run dry or with alcohol or lacquer thinner solvent, and do a **great** job. The smaller car will clean N or HOn3 track. The larger one will do HO, Sn3 and On30.



### Bring n' Brag Schedule

November	Steam Locomotives
December	Off-line Structures
<b><u>2008</u></b>	
January	Freight Cars
February	Diesel locomotives (incl. Traction)
March	Passenger Cars
April	On-line Structures
May	Non-revenue incl. Cabooses & MoW

### Bring n' Brag Rules

*Points are awarded as follows: One point is given for your first entry; a second point is given if that entry is "On Topic". Peer judging then awards three points for First Place, two points for Second Place, and one point for Third Place.*

*Multiple entries may each win points for placing.*

### Bring n' Brag Standings

High to Low / Tie	Oct.	Pts.
Lou Jaquith (1st)	-	5
Matthew Coles (2nd)	-	4
Stew Winstandley (T-3rd)	-	3
Ron Kercheval (T-3rd)	-	3
Bill Paulsell	-	2
Tom Miller	-	2
Phil Lester	-	2
David Battin	-	2
David Oswald	-	2

**Witless & Clueless**  
**The Continuing Saga of**  
**Larry Loungecar and Rivets O'Reilly**  
**Created by "Railroad" Pete Birdsong**  
**Written by Mike Armstrong**

**Rivets:** Hiya, Larry. What's up?

**Larry:** Well, I was just working on another verse to a song the Smothers Brothers sang years ago. It is called "My Ol' Man". My verse goes like this:

*My ol' man's a model railroader.*

*Whaddaya think about that?!*

*He wears a model railroader's raincoat.*

*He wears a model railroader's hat.*

*He wears a model railroader's 'spenders*

*He wears a model railroader's shoes.*

*And every Saturday evening,*

*He reads the Model Railroad News.*

*And some day, if I can,*

*I'm gonna be a model railroader,*

*Just like my ol' man.*

**Rivets:** Larry, I didn't know your dad was a model railroader.

**Larry:** He wasn't, but I wish he was. I was thinkin' about him the other day. You know, after he died, I went into his shop. And he had about twenty projects he was workin' on...not a one of them finished. As a matter of fact, I don't remember him ever finishing a project.

**Rivets:** So, what does that have 'ta do with your song?

**Larry:** Rivets, I am just like my ol' man. I'm gonna die and there will be twenty model railroading projects I'm workin' on and none of them will be finished, including my railroad! I'm gonna die and there will be nobody to finish them.

**Rivets:** Larry, you ain't gonna die.

**Larry:** Rivets, I'm past my mid-fifties and there is no end in sight for my railroad projects.

**Rivets:** Well, Larry, why don't ya finish somethin'?

**Larry:** Every time I start a project, I am excited, but then, after awhile, I think up another project and begin workin' on that and then I begin workin' on another project. Everytime I get to a point in a project when somethin' isn't as much fun, I go to somethin' else.

**Rivets:** Oh, Larry, we all do that! But ya just have finish something and I can tell ya just how 'ta do it.

**Larry:** How?

**Rivets:** Look at all your projects. Decide which will take the least amount of time to finish. Then finish it. Do no other project until it is done. Then do the next one.

**Larry:** Rivets, that is a lot harder than it sounds. For most of those projects, I can't even find all the parts.

**Rivets:** Then do the one ya *can* find the parts for! Larry what the heck is wrong with you? It isn't that hard!

**Larry:** Rivets, I'm gonna die and my railroad is not finished! I can't move! It will put too much stress on my heart! This conversation is raisin' my blood pressure!

**Rivets:** Larry, how 'bout I slap you upside the head?! Snap out of it!

**Larry:** I want to finish my railroad and I ain't gonna make it!

....

**Rivets:** Well, if you're gonna die, can I have all your stuff?

**Larry:** Rivets, you ain't funny!

**Rivets:** Well, let's change the subject. Let me show you a new diorama I built. It's a funeral home. See the stiff those guys are carryin'? That's you!

**Larry:** That ain't funny either!

**Rivets:** Come on, get started on a project.

**Larry:** I can't. I hafta go lie on the couch and read the latest issue of *Model Railroad News*.

**Rivets:** Larry...

**Larry:** Don't say it, Rivets. A man's gotta do what a man's gotta do when a man has to do it!

## *How Things Have Changed*

By Bill Paulsell

Tony Lucio's excellent article in the last Lantern caused me to think about my own beginnings in model railroading.

In 1941, at age six, I received a Marx passenger train for Christmas. My father mounted the track on a 3x7 piece of plywood, which I kept standing on end behind a door. When I wanted to run it, I put it on my bed. Some simple landscaping and a few cardboard buildings were added, and I had great fun with it.

During World War II model trains went out of production, but I had a prewar Lionel catalog, which I read until it finally, disintegrated. Later, I received a Lionel train for Christmas, and I thought I was in heaven.

In junior high school I moved into HO. My first loco was a Varney Dockside. It came in kit form, and I had to clean up the flash, put it together and paint it. Locos, even diesels, were all metal in those days. It ran sluggishly until Buddy Hall, of Hall's Hobby House in Dallas raised the worm slightly, after which it ran smoothly.

Cars were very primitive. Varney cars consisted of wooden ends, roof, and floor. Putting on stamped metal roof ribs added a little realism. The sides and ends were thin cardboard, printed with a variety of road names. There was no underframe, only wooden bolsters for the trucks and three cast metal brake parts. At first, we used dummy couplers, but later everyone used those made by Mantua. They looked something like the European couplers you see on G-Gauge cars today. We said they looked like tennis rackets on the end of our cars, totally unrealistic. However, they worked flawlessly, never uncoupled when you didn't want them to. You could make uncoupling ramps out of thin cardboard and they worked fine anywhere you put them.

Atheam, Globe, and Ulrich eventually came out with metal car sides that looked much better. Varney developed metal sides that were L shaped, one-piece side and end. Walther's had passenger cars with unpainted metal sides. You had to round off the ends of the clerestory roof with a rasp.

Track was brass. Atlas flex track had ties made of some kind of pressed paper material. You could not wet it to glue down ballast because it would warp and get the track out of gauge. Atlas also sold kits for building switches on the same kind of ties. You put down a paper template, then the ties, spiked the rails to match the template, and cut off the excess length of the ties. Many power packs lacked rheostats, so we bought war surplus ones that had been used in aircraft. Automobile choke cables were often used to control turnouts. They always worked and didn't burn out. Structure kits were all printed cardboard. There were some cast metal detail parts, but few painted figures.

I had the privilege of working in Hall's Hobby House on Saturdays for the grand sum of 40 cents an hour. To work in such a place and sell trains was great fun. I would have done it for free. Mr. Hall died very young, but Mrs. Hall continued the business, later developing the Hallmark line of brass locos. A few years ago the Hobby Industry Association gave her an award for her contributions to the hobby. I saw her several years ago at a national NMRA convention. I'm not sure she remembered me since she was in her 90's, but we talked about the old days.

Like many, I took a twelve year sabbatical from model railroading for college, seminary, and graduate school. When I was trying to finish a doctoral dissertation I told myself that if I ever got it done, I would go back to model railroading. When all other motivation failed, that kept me going! The day my diploma arrived my wife suggested that we go to the hobby shop and buy some model railroad supplies. Who can ask for a finer wife than that?!

In my first college teaching position we rented a very small house. I built a 2x4 table for a layout that slid under a larger table in our bedroom. My first engine was another Dockside, but it was plastic this time. It was the only thing that would go around my 11-inch radius curves. Later we bought a home and I built a large layout in the attic. When we moved to Lexington in 1981 we owned our first house with a basement, and I built my best layout up to that point.

When I went back into model railroading I discovered many changes. The most important was that everything was now plastic. Cars looked so much better than the old cardboard side ones that I had built as a teenager. New scenery techniques created much more realism and detailed structures look great. KD couplers were a huge improvement. Nickel silver rail greatly reduced the need for frequent track cleaning.

Now we have an enormous variety of high quality equipment, things I never dreamed of in younger days. DCC has improved the field of operation, a part of the hobby I have recently come to enjoy very much. Many locomotives now come with decoders installed, or at least have plugs making installation simple. Now sound adds a whole new dimension as does signaling and computer control of a layout. We are clearly living in the best of times for model railroading.

What lies in the future? Probably things we have not even thought about yet. While some folks lament the loss of scratch building skills with all of the ready to run equipment, some still enjoy that part of the hobby. We can make the hobby what we want it to be, putting our own emphasis on it. Everything I know about electricity I learned through model railroading. While I wish my skills were better at some things, I still enjoy what I can do with my limited abilities.

Finally, one of the best things that has happened for me has been the NMRA. Since retirement I have attended six national conventions and several regional meets. Through our Division 10 I have made many friends who have helped me enjoy the hobby even more. We have some excellent modelers in our group, people knowledgeable in electronics, art, operation, construction, and computers. There are so many resources to draw on, and I have never been turned down when I asked someone for help. It is my hope that our group will add as much to your enjoyment of model railroading as it has to mine. If you don't know some of our members, introduce yourself. I guarantee that will open up a good model railroad conversation. This is indeed the World's Greatest Hobby!





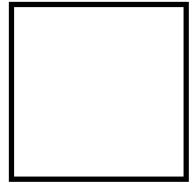
# The Lantern

Newsletter for NMRA MCR Division 10

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## Next Meeting:

Sunday November 4 @ 2:00 pm  
Lexington, KY  
Beaumont Center Library

## Program:

John Gorman: Selecting & Installing DCC / Sound Decoders

## Bring & Brag:

“Steam Locomotives”

## Tour:

To Be Announced

# AROUND THE BEND...

MON.	DAY	HOST	PLACE/TIME	EVENT / PROGRAM	TOUR	CONTEST
NOV	4	MCR Div10	Lexington Beaumont Ctr. Library 2:00 PM	Monthly Meeting John Gorman: “Selecting & Installing DCC & Sound Decoders”	TBD	Steam Locomotives
DEC	2	MCR Div10	Lexington (Place TBD)  2:00 PM	Monthly Meeting Bring n Brag (Program TBD)	TBD	Off-line Structures
JAN	6	MCR Div10	Lexington (Place TBD)  2:00 PM	Monthly Meeting Bring n Brag (Program TBD)	TBD	Freight Cars
FEB	3	MCR Div10	Lexington (Place TBD)  2:00 PM	Monthly Meeting Bring n Brag (Program TBD)	TBD	Diesel Locomotives