



The Lantern



Volume 10, Issue 3

Newsletter for NMRA Mid-Central Region Division 10

March 2008



The February layout tour visited Lou Jaquith's famous Paducah and Louisville Railroad: one of the few (if not only) cases where a *prototype* imitates *modeling*. Here, an A-B set of Fairbanks Morse diesels exits a tunnel on the E-town Sub. Lou has built and painted a number of models for the real P&L's employees.

Photo by Tom Miller (Color version available in PDF Lantern available for download at the Div 10 Website.)

The Paducah & Louisville Model Railroad

By Lou Jaquith

The Paducah and Louisville is based on the former Illinois Central line between Fulton, KY and Louisville, with the addition of a secondary main through Elizabethtown to Lexington. All scenes are being copied closely from actual places on this line of railroad. The area modeled is from just west of Dawson Springs to just east of Cecilia, about 15 miles west of Eliza-

bethtown. Most tunnels on the prototype were daylighted in the early sixties. Lou's date is 1958.

In early 1986, this line was sold to David Reed and Jim Smith. Lou wrote to them sending pictures of his equipment, color scheme, and logo. Lou suggested that, since it was developed for their line, they use it. And they did, to his utter surprise and delight.

Lou Jaquith's P&L is 24 x 14 feet, with a newly installed Digitrax Control System. The track plan is

loop to loop with provision for continuous running. It features several of the main bridges and trestles on the line. It includes the central part of the line from Dawson Springs through Central City to the Fort Knox area. It has been under construction for 24 years. Since 1986, when the 1:1 P&L started, Lou has done over 300 display models for them, which used about all the modeling time he had. Now that he is retired, he has a bit more time to work on it!



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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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.

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THANKS!

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**As we prepare to relocate to new rails,
MCR Division 10 wishes to recognize
Turfland Mall**

**for the generous meeting space & event assistance donations
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The Super's Column

By Bill Paulsell

They are wonderful people, those Grossers. How fortunate we were to have them at our February meeting. Both are excellent modelers and have much to teach us. Reneé, ever the charmer, gave us many tips and ideas for better and more efficient modeling. She gave suggestions about glues, paints, roof shingles, styrene, and many other things. She showed us how to weather, how to create stucco siding, how to make roofs look real, and how to find materials for interiors. Ray contributed his own wisdom from time to time. It was a great program and we had a great attendance.

Lou Jaquith welcomed us to his layout with fine hospitality. His layout had been covered during some house remodeling, but is now back in business. We saw a smooth running, nicely detailed layout with trains lettered for his own Paducah and Louisville line. Bob Larger served as the engineer for the day so Lou could be free to explain things to us. We will visit Bob's layout in March.

At our March meeting Fred Plymale will show us pictures of the many layouts he has visited at conventions and other occasions. We will see examples of high quality modeling that will be sources of many ideas for us.

Don't forget our Swap Meet at Turfand Mall on March 15. We will begin at 9:00 AM. Our group has a number of tables available which you are free to use as long as they last. If you want to bring your own table that is fine too.

Our Mid-Central Regional Convention will be May 15-18 in the Cleveland area at a Holiday Inn. Check the Mid-Central Region web site for more information. I plan to attend and hope others will also. There will be clinics, tours, and contests. The Cleveland model railroaders are working hard to make it a first rate event.

Will you let us visit your layout? It doesn't have to be finished and it certainly doesn't have to be perfect. We want to see what all of our members are doing. This is a great hobby, and it's even greater if you share it.

I look forward to seeing you in March. I will not forget Bring and Brag this time!

We had some beautiful diesel models. Picking winners was not easy. Your participation in Bring and Brag is appreciated by everyone.

Bring n' Brag February 2008 Results

By Ron Kercheval

We had an interesting mix of entries for our February Bring n' Brag which had a theme of Diesel Locomotives including Traction. Don Burris shared his Conrail GP38, Tom Miller exhibited a sharp looking New Haven electric in the colorful McGinnis scheme, and Tom Krill had a thoughtful presentation of Santa Fe passenger service complete with books and a pair of Warbonnet F units. Tony Lucio had a terrific display of several units painted in his home St. Canard Midland road, the subject being the evolution of color schemes. He also had a sharp looking kit-bashed Wisconsin Central Operation Lifesaver SD45 on display. Tony had both of his entries on a Rubbermaid lazy susan - definitely a clever method to minimize handling of models while still allowing people to get a good look on all sides. Dave Battin had a neat looking Pennsy GG-1 electric and Tim Day brought three beautifully weathered L&N U23Bs.

Tony's Wisconsin Central SD45 came in first followed by his Saint Canard Midland group. David's GG-1 squeaked by Tim's U-Boats for third place. Congratulations and thanks to all for sharing your fine work!

I don't want to embarrass anybody who might be bashful but it would really be nice if we could take a couple of minutes to talk a little about our entries. We need to bring the "Brag" back to the Bring n' Brag.

Next month's theme is Passenger Cars. See you all then!

****Relocation Update****

Our relocation from Turfand Mall to the Bluegrass Railroad Museum (Versailles) is still on tap for late March. An exact date has not been decided, but it will be soon after the March Swap Meet. Updates will be posted in the Division 10 Website. Also, if you have any personal belongings lingering at the mall, you are encouraged to retrieve them on any Tuesday evening.

Bring n' Brag Schedule

March 2008	Passenger Cars
April 2008	On-line Structures
May 2008	Non-revenue incl. Caboose & MoW

Bring n' Brag Rules

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.

Bring n' Brag Standings

High to Low or Tie	Feb. 2008	PT
Tom Krill	2	11
Tony Lucio (1st, 2nd)	7	11
Lou Jaquith	-	10
David Battin (3rd)	3	7
Tom Miller	2	7
David Oswald	-	7
Tim Day	2	5
Bill Paulsell	-	5
Matthew Coles	-	4
David Toles	-	4
Don Burris	2	4
Michael Tyra	-	3
Stew Winstandley	-	3
Ron Kercheval	-	3
Phil Lester	-	2
Bill Robbins	-	2

Proto-Freelance Locomotive Paint Schemes

Article & Photos by Tony Lucio

Since returning to model railroading more seriously a few years ago, I've bucked the trend of pure prototype miniaturization and operational fidelity, in favor of proto-freelancing. This gives me the freedom to explore the many facets of the hobby I'm unfamiliar with, and do things my own way as I learn. I can pick and choose the best parts of prototype railroading and combine them into something that reflects an individual perspective as part of who I am and what I love. But this doesn't mean I model on a lark. To that end, it took me a while to settle on a paint scheme for my freelanced Saint Canard Midland (STC).

Displayed here are the first (and thus far the only) locomotives I painted for the STC:

- **7638:** Athearn GP40X low-nose
- **7655:** Athearn GP40X high-nose
- **7672:** Athearn GP38-2, ex-Rock Island "patchout"
- **7673:** Athearn GP38-2, ex-Rock Island, repainted to STC "green image"

ABOUT THE PAINT SCHEME

The Saint Canard Midland is a Midwest "regional Class-1" (in the vein of what the Wisconsin Central ultimately became), being modeled from the mid-70's through the mid-80's. In that time many Class 1 (and fallen flag veteran) locomotives sported a variety of new, bold schemes, and I wanted a similar look. The requirements for the design were:

Boldness: Present a proud, dynamic, attention-getting scheme.

Feasibility: Simplicity of design for ease of painting and minimal "prototye expense".

Inspiration: Tie subtle traits of certain Class-1 schemes into an original yet classic design.

Originality: Not like anything else... no "borrowed" schemes, no boring stripes or solid colors.

Visibility: Attention to safety and purpose using bold colors and contrasts, especially up front.

I arrived at a scheme that combines two of my favorite paint scheme elements: the sharp contrast & unique shapes of Santa Fe's warbonnets, and the vivid colors & bold stripes of the Chessie System. These traits lie in the separation of the cab and intake portion of the long hood (SF Warbonnet), and the tri-color theme and banding (Chessie). In this way the STC could

be plausibly affiliated with either one (which it is), yet stand on its own merits with a look all its own.

A REALISTICLY EVOLVING PAINT SCHEME

While designing, I became torn between a Chessie-inspired Blue-Yellow-"red" scheme, vs. a unique use of green which honors the STC's legacy colors and turquoise print logotype. I even put it to an informal public vote to make sure I wasn't "missing something".

Then I remembered: aren't all railroads privy to multiple schemes and commemorative & experimental units? So the decision was easy: do both! As my preference leaned toward the Tricolor, I batch-numbered and painted both GP40X units that way. The GP38 then became an "experimental test-bed" for the purposes of this story. During the build, the Yellow versions were the clear standouts. But as the finished locos took shape, the Green one became more and more polished, especially once the yellow trim was applied. Both look equally dynamic. So I'm afraid I STILL don't have a preference!

I may ultimately choose to split the schemes based on HP ratings (above or below 3000HP), or the home shops for servicing (Chicago vs Frankfort). Or just on a allowed dose of "whim"!

Colors used:

- Polly Scale CSX Yellow
- Polly Scale ATSF Blue
- Testors Fluorescent green
- Alps Cyan (numbers and logos on yellow units)
- Alps yellow (stripes on green unit)
- "Alps recipe red" (stripes, heralds)
- "Alps recipe royal" (heralds, logos)
- Various dirt, grime, and faded-color paint, powders, and chalks (ex-ROCK 7672)

ABOUT THE MODELS

The 7638, 7655, & 7673 all began as Undecorated Athearn models. The 7672 was factory painted as a Rock Island "bankruptcy blue" unit.

The new Athearn GP40X undecs are complex in certain areas of their assembly, requiring careful planning (and disassembly of the drive train in order to paint the bare-metal frame). All three STC-scheme locos were done as a group, averaging out to about 10 hours per model – half of that in paint alone - but the time was worth it! The paint was two-color masked; stripes and

lettering are custom decals. The Ex-ROCK unit was detailed, then hand-patched and finally weathered with chalks and washes. All four models are superdetailed with the usual host of add-on parts & enhancements. Like all superdetailed models, 10% of the details take about 80% of the time.

SECONDHAND UNITS MAKE A FREELANCE REAL

The 7672 is the sister unit to the 7673; the STC obtained both GP38-2's from the tragically defunct Rock Island. While both are slated to introduce the STC's new "green image" paint, the railroad has such a need for the new power that only the 7673 received it initially, leaving the 7672 to soldier on with a quick patchout for a while.

(The above story along with the locomotives helps create a plausible existence and backstory for the road. The use of two paint schemes, the purchase of second-hand units, and the patching out of another unit are all examples of interesting dynamics seen on real railroads. The ex-ROCK unit can also instantly date a scene to any time after March 1980.)

NAMES TO REMEMBER AND INSPIRE

The STC celebrates the people who inspire and keep its spirit alive. Locomotives are subnamed for important individuals (the 7638, 7655 and 7673 are named for the CEO's grandfather, father, and wife respectively), and cabooses may be decorated in commemorative schemes; currently the 1127 sports a scheme celebrating the birth of little railroader Bethany, while the 1203 is being shopped for new railroader Beverly.

(Locos notwithstanding, the author also wishes to thank John Gorman for the use of his decal printer, which was critical to this project)





THE EVERGREEN ROUTE:

Not Just a Slogan - a Philosophy

Coined out of the coniferous regions of its northern Illinois and southern Wisconsin birthplace, the Saint Canard Midland maintained its celebrated "Evergreen Route" identity throughout its expansion southward to Western Kentucky and eastward to Michigan. But over the decades it's become more than just a geographic namer - it's a philosophy for our continued success and strength, symbolizing all facets of the operation.

Indeed, remaining "evergreen" requires forward thinking, applied to the STC's values:

Environment - promoting the railroad as an environmentally friendly alternative to highway congestion, providing benefits to the community and nation; enacting operating practices that enhance and promote these benefits.

Commodities - Large portions of revenue traffic are still generated by and for agriculture, from harvest grains to wood products, and implements to packaged supplies.

People - In addition to taking care of our own employees, we take care of the community as well. From timely professional service to community improvement programs and sponsorships, we strive to be active members of a healthy, thriving community... which in turn supports the railroad.

Progressiveness - Green means Go, and competition from common carriers of road and rail requires us to embracing new ideas and concepts, from PR to technology, capital assets to cooperative strategies.

Assets - Adherence to the above principles has always enabled us to operate from a position of fiscal strength which is the fundamental goal of any business enterprise.

While the STC may no longer roam exclusively where conifers grow, our adherence toward our values and guiding principles allows us to proudly remain "The Evergreen Route" now more than ever.



The dynamics, evolution, and application of a well-thought paint scheme are exemplified on the STC's locomotive roster, shown painted but not fully detailed yet. Variations in colors and details are things that real railroads either experiment with deliberately or adopt accidentally. Either case gives railfans and modelers something to discuss. In addition, a patched-out secondhand unit like the 7672 gives a freelance railroad a more plausible connection to the real world in a certain time.

(The above pictures may be seen in color by downloading the Lantern PDF from the Div10 website)



NMRA DIV. 10 TRAIN SWAP MEET

SATURDAY MARCH 15, 2008

9AM–2PM

Turfland Mall

2033 Harrodsburg Rd.

Lexington, KY

- ▶ **MODEL TRAINS FOR SALE IN ALL SCALES**
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for more details. See all Division 10 activities on our website:

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

WITLESS & CLUELESS
THE CONTINUING SAGA OF
LARRY LOUNGEAR AND RIVETS O'REILLY
CREATED BY "RAILROAD" PETE BIRDSONG
WRITTEN BY MIKE ARMSTRONG

- Rivets: Hey, Larry, what are ya up to these days?
- Larry: Well, Rivets, I am workin' on a list of rules about buyin' on ePay for model railroaders.
- Rivets: What makes you an expert on ePay buyin'?
- Larry: Well, I have broken each of these rules dozens of times, so I oughtta know.
- Rivets: Okay. Let's hear 'em.
- Larry: Well, first of all, never buy an "Elvis" boxcar.
- Rivets: What kinda rule is that?
- Larry: Use your head, Rivets. Elvis is dead. That means the car is already obsolete.
- Rivets: I ain't even gonna argue that point. What is next?
- Larry: Never buy anything when the person selling says in the add, "I don't know anything about trains. That is just a cover for poor packing and a bad description. When things go wrong in the mail, the person says, "I said in the add I didn't know anything about trains. So don't blame me." It was probably shipped broken in the first place.
- Rivets: I suppose that could be true. What's next"?
- Larry: This is an important one. Never bid on something that somebody else is bidding on. You might not win the auction.
- Rivets: Larry, uh.... never mind.
- Larry: This is a good one too. Never buy an old catalogue. You can't buy anything out of 'em.
- Rivets: I hate to ask how you know that?
- Larry: There is an old saying, "Fool me once, shame on you. Fool me ten or 'leven times and you won't fool me any more."
- Rivets: I get it...
- Larry: Never buy from anybody who calls herself "foxylady".
- Rivets: And I bet you have a reasonable explanation for that rule.
- Larry: Yeah! I bought this hopper when I saw the picture and didn't read the description. It was held by a lady in a bathing suit. She held it at her stomach so ya got a good look at the train and her chest.
- Rivets: Sounds like fun.
- Larry: Yeah, but I was distracted and didn't look closely at the hopper and when it got here, there weren't any wheels or trucks. Maybe there was a reason she didn't show her face in that picture. "Crook" was probably tattooed on her forehead. I put new trucks on the hopper, but every time I see the hopper, I have carnal thoughts.
- Rivets: Larry, how many of these rules do you have?
- Larry: Well, I'm still workin' on it, but I go a few more. Never buy a cord without something attached to it.
- Rivets: Why that rule?
- Larry: I got twenty or thirty cords in the box over there and I don't use 'em for nothin'. But if there is a cat attached to one, when you plug it in, the night sound effects are terrific whey the train goes by my forest around "Wildcat Bend".
- Rivets: Larry, you didn't really...
- Larry: Just once. Oh, never buy anything when the owner says, "It needs a little TLC. What TLC really means is "The Lost Cause". I have fifty freight cars and twenty engines that have been described as needing a little TLC.
- Rivets: They will give you something to do in your old age, when all ya wanna do is sit. Anything else?
- Larry: Yeah, never buy anything that is described as "rare" or "vintage". If it is rare, then someone has put their kids beat up toy on a flat car and described it as "rare flatcar with load." You can bet nobody else is gonna have one like it!
- Rivets: How many of those have you bought?
- Larry: About sixty, but then I wised up. Vintage means, "Here is one piece of junk I wish you'd take off my hands." And never buy anything in its own box. It is just something else you have to store.
- Rivets: Larry, you can throw a box away.
- Larry: But what if it need it later? If I don't have the box, I won't have to worry about needing it.
- Rivets: I guess there is some kind of twisted logic in that, Larry.
- Larry: Never buy smoke pellets.
- Rivets: For cryin' out loud, Larry. What kind of rule is that?! You can't be serious!
- Larry: Well, somebody may have a wife like mine who thought they were aspirin. It took us three weeks to figure out why every time she passed gas, she smoked. And...
- Rivets: Larry, stop right there. I don't even want to know any more about this. Is that all, I hope?
- Larry: Yeah, that is my list for now. But if ya just go down the ePay lists, you can see all kinds of mistakes innocent bidders can make. I mean, I have experienced my fair share of breakin' these rules. This will help somebody, I know.
- Rivets: Well, keep at it Larry. I wouldn't tell too many people about your rules 'til ya wait awhile, rethink some of 'em.
- Larry: And there is one I am developin' now: Always read the description. A picture ain't always worth a thousand words.
- Rivets: Here is a rule you might consider. Never bid on anything that costs money.
- Larry: Everything costs money.
- Rivets: In the end, you'll be happier and so will you local hobby shop.
- Larry: Oh, I have some rules about them.
- Rivets: I don't want to hear 'em!



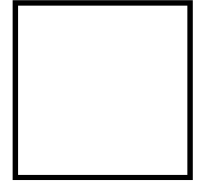
The Lantern

Newsletter for NMRA MCR Division 10

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Next Meeting:

Sunday March 2 @ 2:00 pm
Lexington, KY
Tates Creek Library

Program:

Fred Plymale:
Layout Tour & Modeling Ideas

Bring & Brag:

Passenger Cars

Tour:

TBD

AROUND THE BEND...

MON.	DAY	HOST	PLACE/TIME	EVENT / PROGRAM	TOUR	CONTEST
Mar	2	Div. 10	Lexington, KY Tates Creek Library	Fred Plymale: Layout Tour Modeling Ideas	TBD	Passenger Cars
Mar	15	Div. 10	Lexington, KY Turfland Mall	MCR Division 10 Swap Meet 9am-2pm	N/A	N/A
Mar	29	Div. 8	Louisville VFW post	MCR Division 8 Train Show & Sale	N/A	N/A
Apr	6	Div. 10	TBD	Monthly Meeting	TBD	TBD
May	4	Div. 10	TBD	Monthly Meeting	TBD	TBD