



The Lantern

OCTOBER 2008 VOLUME 10, ISSUE 10

The Super's Column

By Bill Paulsell

Wow! What a summer. We had a great visit to see the Grosser's last run before switching to O Scale, and now a visit to three fantastic layouts in Cincinnati. If you missed that trip you missed going to Model Railroad Heaven.

Bob Lawson's layout was magnificent. We were in awe of what he had accomplished in just three years. The scenery was beautiful, the track plans was amazing, and the layout room was what we all dream about. The workshop and crew lounge area were spacious and inviting. Bob was a great host, answering our questions, giving us the run of the place, and providing a fine lunch.

We then visited John Listerman's huge layout where structures and background blended together in amazing ways. Perry Simpson's layout meandered through a large basement with various viewblocks making it impossible to see the entire layout from any point. This will make for interesting operation.

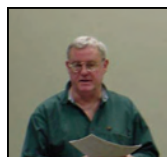
Thanks to Fred Plymale and Bill Robbins for getting this all set up for us, and thanks to Bob, John and Perry for hosting us.

Bill Robbins has set up programs for us well into next year. Our next meeting will be at the Beaumont Library. John Gorman will show us how to install sound in our locos, followed by a visit to Bill Robbins large and beautifully scened layout. The layout appears to be finished, but Bill is always adding things here and there. It's the old model railroad truism: a layout is never finished.

There has been interest expressed in finding ways to get to know each other better.

Bring n' Brag to Kick Off with Show and Tell

By Ron Kercheval



It's time for our 2008-09 Bring n' Brag season. We have only six contests planned this season.

Although we are truly blessed with many outstanding and up and coming modelers, some of our monthly Bring n' Brag contests have had poor participation. Several years ago, we more or less adopted the Bring n' Brag formats of Divisions 7 and 8 and had nine or ten contests per year with some categories being quite specialized. Let's shoot for more meaningful Bring n' Brags this coming season with more entries!

In October, we will be having a Show and Tell with no voting. This would be a good time to share with the group any works in progress or get ideas for the upcoming season. We will still be giving out a free raffle ticket to those who participate.

In November, we will be having a Model Photography contest. The subjects do not have to be of models that you made. The intent is to get more of you to take photos

of layouts and models. We will not be having a modeling contest until December to allow modelers more time to prepare their entries.

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 Schedule

2008-09

October	Show and Tell (No voting)
November	Model Photography
December	Freight Cars (Including Caboose, Non-Revenue)
January	Off-Line Structures
February	Locomotives (Including Traction)
March	On-Line Structures
April	Passenger Cars (Including Non-Revenue)

With this in mind we are reviving our member aid program. We all need help on our layouts from time to time, and we want to provide a list of those willing to offer assistance. Fred Plymale is our Member Aid chair and will be able to refer you to members who can help.

As mentioned on page 7 of this issue, we are asking you to sign up at the meeting, by email, or by mail, if you are willing to help

members solve problems or otherwise help on their layouts. If you need some help, let us know. Model railroaders love to share their knowledge and experience, and it's a good way to make new friends.

We have great plan for the year, and we hope to see you on the 5th at Beaumont.



National Model Railroad Association

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.

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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 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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Robin Grider	9/18/2007
David Battin	9/2/2007
Alan Bourne	9/2/2007
Billy Judd	9/2/2007
Ron Kercheval	9/2/2007
David Oswald	9/2/2007
Robert Lawson	8/5/2007
Dennis Peevy	8/1/2007
John Gorman	8/1/2007

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

THANKS!

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502 459 5849 brian@sri.win.net

HO & N Scales - NMRA members are eligible for our 10% discount

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



"Railroad" Pete

Witless & Clueless: The Continuing Saga of Larry Loungecar and Rivets O'Reilly

Created by "Railroad" Pete Birdsong

Written by Mike Armstrong



Mike Armstrong

Larry: Hey, Rivets, guess what!

Rivets: Larry, I can't guess enough impossible things that you could be up to. Just tell me what you want me to guess.

Larry: I met the nicest group of modelers that other day and they have inspired me!

Rivets: Uh-oh. When you get inspired, that means great changes are coming to your railroad. Where did you meet these modelers.

Larry: I was away on business the other day and I happened to come upon an LCCA meet.

Rivets: LCCA!? That is Lionel, O Scale. You don't model in O Scale.

Larry: They were still a nice group of guys and fun to talk to.

Rivets: Okay, so what was your inspiration?

Larry: I am going to build an O Scale layout!

Rivets: You mean you're getting out of HO and N Scales?

Larry: Heck no. I am just going to build an O Scale layout.

Rivets: Larry, you already have an HO Scale layout in the middle of your train room. You have an N Scale layout running along the walls. And you have a garden railroad in your back yard. Why in the world would you want to build an O Scale layout?!

Larry: Well, I'll tell ya, Rivets, it all goes back to my childhood when I had a Lionel Scale layout and I used to make tunnels out of books, bridges out of fly swatters and log loads out of frozen hotdogs.

Rivets: Frozen hotdogs?

Larry: Yeah, I was even creative back then. Anyway, I have started collecting O Scale trains. Have you seen all the good stuff that is on the market these days? It is amazing. I just bought this O Scale 4-12-2. It was only \$1995.95!

Rivets: Where did ya get the money for that?

Larry: Well, I had to go into my retirement savings, but it was worth it.

Rivets: A two thousand dollar locomotive. Man, Larry, what did your wife say?

Larry: She thought it was really pretty.

Rivets: Somehow, Larry, I think you are leavin' something out.

Larry: Okay, I had to tell her it was an old junker that I fixed up.

Rivets: You lied.

Larry: She was impressed with my work.

Rivets: Larry, did you ever stop to consider the simple fact that if you took all the money you spent and spend on your garden railway and your HO layout and your N Scale layout and now your O Scale layout, you could have one really nice layout in one scale with all the best stuff.

Larry: I got the best stuff now...in all four scales.

Rivets: Yeah, but at what cost. You're spendin' your retirement. What are you gonna do to eat when you retire...suck on that smokestack.

Larry: Rivets, I will as they say, live on love...the love of my trains.

Rivets: Larry, you're outta room. Where are ya gonna put this layout?

Larry: There are possibilities galore: slide it under the bed, build it in the attic, even though I'd have to stand on a step ladder to run it, build it like a Murphy bed in the wall, or have Bonnie park her car in the drive way instead of the garage, or build a hanging layout around the ceiling. It's all been done. Possibilities galore!

Rivets: Well, there is one possibility you haven't considered...Bonnie choking you in your sleep!

Read about Mike Armstrong and his G scale layout at

www.largescaleonline.com/cgi-bin/whoswho/show.cgi?id=marmstrong

OPERATION IN LEXINGTON

By Bill Paulsell

Operation with a group of people is one of the most enjoyable parts of model railroading. There are challenges to keep on schedule, avoid collisions with other trains, make the right switching moves, and stay out of each others' way. It is also a great way to develop friendships in the hobby.

There are currently at least three layouts in Lexington where operation takes place on a monthly basis. Two of them use a computer program (RailOP <http://www.railop.com/>) that sets up what will be done in an operating session. First, one must enter all locomotives, rolling stock, yards and sidings, and other information. Once everything is entered, the program will tell you what trains should go in what order, what switching moves should be made, and when the run of a train is complete. Selection is random and will be different for every session.

The other layout makes use of simple switch lists, describing what cars are to be set out or picked up on what track at what location and when a train must take a passing siding so another can pass. With some experience it doesn't take long to set up a session.

All three layouts have fast clocks, but they are not currently being used. These layouts use the Digitrax DCC system which makes operation easier. However, it is not essential. If you have a DC layout there will be a need for an adequate number of electrical blocks so some people can do switching while others are running on the main line.

The three layouts are an On30 and two HOs. Operation can be done on any layout, large or small. One of the three layouts is very large, two are medium sized. Good operation can be done on a small layout if there are a few sidings for dropping off and picking up cars. One of the goals, of course, is to operate as much like a real railroad as possible.

Because of space factors, there are limits to how many people can operate in a session. There needs to be enough for everyone to do: mainline running and switching. There also needs to be enough space for the operators so there will not be too much crowding and getting in each others' way. One person needs to serve as a dispatcher so the session will proceed in an orderly manner.

If you want to add to your enjoyment of model railroading, organize a small group, set up what you want trains to do, and have fun. Scenery is a nice feature of any model railroad, but is not essential for operation. Remote uncoupling is good, but not required. All of us find a need for manual uncoupling from time to time. Manually operated turnouts are fine too. All you need is reliable track work and good running locomotives and rolling stock. Good visibility is important. Operators need to be able to see how switches are set and the car numbers.

Any of us in the club who have been doing operation for a while will be glad to help you get started. Contact our Member Aid chairman, Fred Plymale, and he can recommend someone to you for help and advice.

On-line web links:

Special Interest Group — <http://www.opsig.org/>

Designing for Operations -- <http://www.gatewaynmra.org/designops.htm>

Highlights from "Model Railway Operations"

- Model railway operation simulates the dynamics of the railway industry (train movement control)
- Purpose of the movement of trains is freight forwarding
- Slow down the trains to more realistic speeds
- Name all locations; every station, every industry, and every track
- All operating models must be reliable
- Do not line switches before the train arrives
- Cars are switched to trailing sidings from the front of the train or added to the back of the train
- Cars for facing sidings are dropped at the next station or yard for a return train
- Cars for the same station or yard are blocked together

Read "The Operators" by Andy Sperandeo on page 114 of the October 2008 issue of *Model Railroader*

Cincinnati Trip

For those who missed the trip to Bob Lawson's Cincinnati layout, here are his comments:

I consider model railroading a "three dimensional art form". I always enjoy trying to create realism, and in addition, on my new layout, the railroad is being built for operators to enjoy (see Operation article on pg.4). There are a lot of switching possibilities, as well as mainline train operation.

This railroad will be considerably different than my Danville railroad. The overall theme is creating the CNO&TP division of the Southern Railway in 1945 - 50. The railroad will run from Cincinnati to Chattanooga, the first city to be built. I have never built a replica of a sizeable city, so this will be a challenge.

There are two sets of mainlines now. One is the Southern, and the other is the NC&StL. The NC&StL will travel northwest out of Chattanooga into the coal fields near Shelby City. Coal loads and empties will be interchanged at Chattanooga.

The engine terminal and yard area represents Southern's Citico yard and shops near Chattanooga. The Southern line will travel north to near Cincinnati and the Ludlow, Ky. shops. Both freight and passenger trains will be the feature of operation.

I still have much work to get the track and electric in place for operation.



TREASURER'S Report August 31, 2008

Beginning balance	\$3,244.85
Expenses:	
Lantern	(101.93)
BGRM Pavilion Rental	(200.00)
Deposits:	
Contributions	20.00
TP&A	137.00
Ending Balance:	\$3,099.92



Bob Lawson's Citico Yard and Shops



"If you want to add to your enjoyment of model railroading, organize a small group, set up what you want trains to do, and have fun.

Contract our Member Aid chairman, Fred Plymale, and he can recommend someone to you for help and advice."

Pete, Bill R., Tom, Bill P., Wendell, Lou, and Bob at a recent operating Session.

Rivers and creeks as modeled on John Listerman's B&O layout

Fred Plymale's comments from the September issue of *The Lantern*: "I think good water is difficult to model but John Listerman's layout is the first really good layout I've seen that has the rivers designed into the layout rather than added as an after thought."

These photographs with water were taken at the second stop at John Listerman's, during the September trip to three layouts in southwestern Ohio and northern Kentucky. All members that took the trip wish to thank Bob Lawson, John Listerman, and Perry Simpson for their wonderful hospitality.



BOARD REPORT

The NMRA Division 10 Board met on August 21. There was discussion and evaluation of the Swap Meet as well as confirmation of plans for the Cincinnati layouts visit on August 6. The club lost \$164.32 on the Swap Meet.

Tony Lucio told the board that because of time constraints he could no longer be able to prepare the Lantern for mailing. The board decided to ask Stew Winstandley to take it over.

Assistant Superintendent Bill Robbins presented his list of programs and layout visits through June 2009. Ron Kercheval made suggestions for changes in the Bring and Brag program.

There was discussion of the NMRA insurance program. Members are covered at NMRA sponsored events, but non-members are not.

There was interest in finding ways for members to get to know each other better. It was decided to reemphasize the Member Aid program, Fred Plymale chairman. At the October meeting members will be asked to sign up for giving aid to others on their layouts when needed and requested. Those who cannot be at the meeting complete the form on page 7, mail it or email the information to Fred Plymale.

On the web, visit <http://nmra-division10.railfan.net/> to see this issue's photographs in color.

The MCR Division 10 N scale layout is now located at
The Bluegrass Railroad Museum, Versailles, KY

www.bgrm.org 859 873 BGRM

In October, enjoy the fall foliage runs

**What's on every-
 body's mind? The
 Economy? Oil?
 No its...**



NMRA HARTFORD NATIONAL 2009
 JULY 5-11 • HN2009.ORG

We will have a sign up sheet at the October meeting for those willing to offer assistance in their area of expertise to other members. For those who would rather mail an entry for the assistance directory, fill in and cut out this rectangle, with your name and address label on the reverse side.

Enter your skill that you'll share with other members, e.g. electrical, DCC, structures, scenery, track laying, painting, casting, layout design, operation, etc.

You can also email the information on both sides of this form to Fred Plymale<f.plymale@insightbb.com>.

SKILLS _____

Your scale _____ Telephone _____

Email address _____

Mail to: Fred Plymale

3463 Snaffle Rd.

Lexington, KY 40513-1088



UP 844 in Denver, Colo. at the DNC, August 2008. Photo by Kevin Andrusia



↑ Bill Robbins' UP 844 Athearn model. See it and others on the tour after the October meeting at the Beaumont Library.

Steam Locomotive No. 844

The Last of the Steam Locomotives

Steam Locomotive No. 844 is the last steam locomotive built for Union Pacific Railroad. It was delivered in 1944. A high-speed passenger engine, it pulled such widely known trains as the *Overland Limited*, *Los Angeles Limited*, *Portland Rose* and *Challenger*.

Many people know the engine as the No. 8444, since an extra '4' was added to its number in 1962 to distinguish it from a diesel numbered in the 800 series. The steam engine regained its rightful number in June 1989, after the diesel was retired.

When diesels took over all of the passenger train duties, No. 844 was placed in freight service in Nebraska between 1957 and 1959. It was saved from being scrapped in 1960 and held for special service.

The engine has run hundreds of thousands of miles as Union Pacific's ambassador of goodwill. It recently made an appearance at the Democratic National Convention in Denver.

Hailed as Union Pacific's "Living Legend," the engine is widely known among railroad enthusiasts for its excursion runs, especially over Union Pacific's fabled crossing of Sherman Hill between Cheyenne and Laramie, Wyoming.

Vital Statistics

Weight:	907,980 lbs. or 454 tons Engine & Tender; Maximum tractive power: 63,800 lbs.
Length:	114 ft. 2-5/8 in. Engine & Tender
Tender Type:	14-wheeled; 23,500 gallons of water; 6,200 gallons No. 5 oil
Driving Wheel Diameter:	80 in.; cylinder: diameter 25 in., stroke 32 in.
Factor of Adhesion:	4.18

THE LANTERN
NEWSLETTER FOR NMRA DIVISION 10

143 CHENAULT ROAD
LEXINGTON, KY 40502-2304
NMRA-DIVISION10.RAILFAN.NET



NEXT MEETING

SUNDAY, OCT. 5TH AT
BEAUMONT LIBRARY

BRING & BRAG

SHOW AND TELL

TOUR

BILL ROBBINS' HO LAYOUT

AROUND THE BEND

MON.	DAY	HOST	PLACE/TIME	EVENT / PROGRAM	TOURS	BRING & BRAG
Oct.	5	Div. 10	Beaumont Library, 2 PM Lexington	John Gorman DCC / Sound decoders	Bill Robbins	Show & Tell
Nov.	2	Div 10	Eagle Creek Library 2 PM, Lexington	Bob Frankrone Designing—Louisville Southern	Howard Coleman	Model Photography
Dec.	7	Div 10	2 PM Lexington	Ray Pershing Scratch Building / Wood	Bill Paulsell	Freight Cars
Jan.	4	Div 10	Lexington	Fred Plymale Everything about Rocks	Lou Jaquith	Off-line Structures
Feb.	1	Div 10	Lexington	Pat Gerstle Scenery	Bill Crace	Locomotives

To tour Bob Frakrone's Louisville Southern before the November meeting, link to

<http://www.midcentral-region-nmra.org/frankrone/Frankrone-tour.htm>