



THE LANTERN



MARCH 2023 VOLUME 25 ISSUE 3

From the Superintendent

Sunday afternoon I visited a very good layout at **Frank Stevenson's** open house. Frank is building an N scale empire. He has done a lot of work but it is not completed. When he adds some more scenery and adds some industries that can be switched, then he said we could start operations on it. I remember at least 10 members who visited the layout that day. A good turnout but I was hoping for more attendees. If you were not there you missed some good things Frank has done on his layout and it could have been a good learning experience for a lot of members.

We have been having some layout tours and more have been planned. I think layout tours are a good idea. The tours give you a chance to chat with other members and it also gives you a chance to see what other members have done on their layout. We have a must see layout tour on March 19, a Sunday, at Bob Ferguson's house. Bob has been featured in *Model Railroader* magazine, and he has an incredible amount of detail on his layout. Be sure to not miss seeing his layout. Then on Sunday, April 16, **Rich Murphy** will be showing off his layout which you have been seeing on his clinic presentations. You will get to see in person how much he has accomplished. For June 18th, another Sunday, **Harold Weinberg** will be hosting a layout tour at his house in the Lansdowne area. Harold has been doing additional work on his layout including working toward some AP awards. I have not scheduled one as yet for May. I have a couple members in mind, but if you would like to volunteer for that month, please contact me. If you wish to do a layout tour for any upcoming month, please contact me.

Our next NMRA meeting will be Saturday, March 4, starting at 1:30 PM. We will be meeting back in the Tates Creek library in the large conference room. For our program that day we will have two presentations, similar to expanded mini clinics, from two of our members. Stew Winstandley will present on Steam engines and **Thomas Bookout** will present on Braking systems. I know that both have been working hard on their presentations and I

hope you will have some comments and/or questions for them. Maybe Thomas will shed some light on the "Civil War era" braking systems some commentators have discussed in relation to the NS wreck and derailment in East Palestine, Ohio. For future months, Eric Smith will present a clinic on "Beginning Operations" and our own Mark Underwood will reveal to us the "New and Updated features of JMRI" (Java Model Railroad Interface). As always, if there is something you would like to see related to model railroading, please contact Cecil Hestand or myself. Cecil worked to obtain the two mini-clinics we will see on March 4.

Although it feels warm outside, it is still late winter and not yet time for cutting the grass and other warm weather activities, but model railroading events are beginning to show up on the calendar. On March 18, a Saturday, Division 8 will be hosting their spring Train Show in Louisville at the Holy Family church complex from 10 to 4 PM. However, if you are a NMRA member and can prove it (your NMRA card), you can get in early at 9 AM and have a head start on looking for the items you want. Our "Trains Day at the Library" is on April 22. This is a Saturday from 2 to 4 PM at the Tates Creek library in the large conference room. Please mark your calendar to show up and spend the afternoon with fellow NMRA members and members of the general public. Come out and join us. There are other events so please check the last page of *The Lantern*.

You have probably seen the email from NMRA national about the Interchange they are promoting. I have signed up but I am still not sure of all it can do for us. After I first signed in I found a forum or group for beginner questions and answers. It was interesting, and I also spent some time looking around for other groups but without much success. Maybe it was too soon for them to form. I am told you can connect on the website to other groups and correspond with them as one advantage of the Interchange. Each division, and region, can create a Facebook page on which one can communicate with other

Continued on page 3

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's 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 making a contribution will be listed below for 12 months.

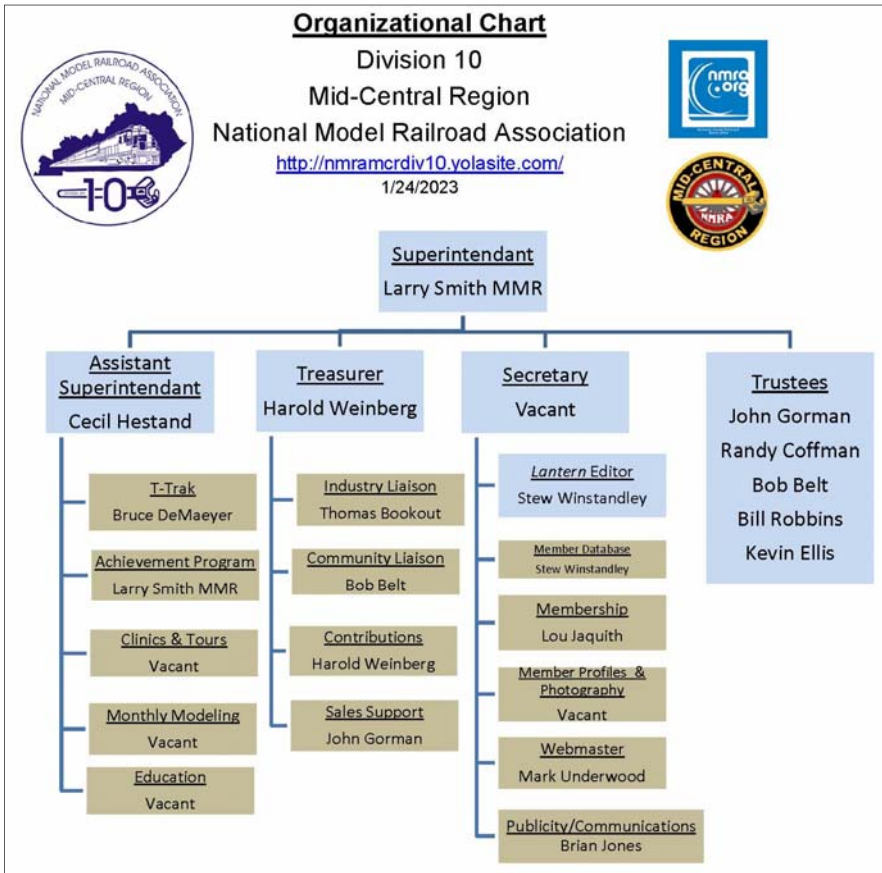
Randy Coffman	1/2023
Harold Weinberg	1/2023
John Wilshire	6/2022
Clay Faulconer	4/2022
Larry Smith	4/2022

During the March meeting, you'll see a short presentation about steam locomotives, prototypes and models. The classification list below is from Brian Solomon's 2002 *Steam Locomotives*.



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 (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.



Division 10's advertising policy:

1. COMMERCIAL AD RATES 1. Newsletter • \$10/month for business card • \$15/month for 1/8 page or less • \$25/month for 1/4 page • \$45/month for 1/2 page • \$80/month for full page • Multiple separate ads can be aggregated together for the above price structure.
2. Web site: No commercial ads allowed.

Website addresses are: 1) above at top of Organization Chart,

2) <https://www.facebook.com/NMRA.MCR.Div10/> and

3) <http://ttrak.wikidot.com/nmra-mcr-division-10-the-kentucky-division>

4) YouTube.com search: Division 10 Mid Central Region NMRA, Past Div. 10 clinics are available on YouTube.

Division 10 Treasurer: Give or send your contribution to Harold Weinberg, 8 Lansdown Estates, Lexington, KY 40502-3322.

Wheel Arrangement	Classification	Whyte Name
<ooOO	4-4-0	American
<oOOo	2-4-2	Columbia
<ooOOo	4-4-2	Atlantic
<oOOO	2-6-0	Mogul
<oOOOo	2-6-2	Prairie
<ooOOO	4-6-0	Ten Wheeler
<ooOOOo	4-6-2	Pacific
<ooOOOoo	4-6-4	Hudson
<oOOOO	2-8-0	Consolidation
<oOOOOo	2-8-2	Mikado
<oOOOOoo	2-8-4	Berkshire
<ooOOOO	4-8-0	Mastodon or Twelve Wheeler
<ooOOOOo	4-8-2	Mountain
<ooOOOOoo	4-8-4	Northern
<oOOOOO	2-10-0	Decapod
<oOOOOOo	2-10-2	Santa Fe
<oOOOOOoo	2-10-4	Texas
<ooOOOOO	4-10-0	SP El Gobernador
<ooOOOOOo	4-10-2	Southern Pacific
<ooOOOOOoo	4-12-2	Union Pacific
<OOO OOO	0-6-6-0	Mallet
<oOOO OOOo	2-6-6-2	Mallet
<oOOO OOOoo	2-6-6-4	Mallet
<oOOOO OOOOo	2-8-8-2	Mallet
<oOOO OOOOoo	2-6-6-6	Allegheny
<oOOOO OOOOoo	2-8-8-4	Yellowstone
<ooOO OOOo	4-4-4-4	Pennsylvania Duplex
<oooOO OOOoo	6-4-4-6	Pennsylvania Duplex
<ooOOO OOOo	4-6-4-4	Pennsylvania Duplex
<ooOOO OOOoo	4-4-6-4	Pennsylvania Duplex
<ooOOO OOOoo	4-6-6-4	Challenger
<ooOOOO OOOOoo	4-8-8-4	Big Boy

members within that division or region. Not a bad idea. You can also create a Facebook like page for your own personal layout. It has been mentioned that chat rooms are available within the Interchange on which we could possibly hold our meetings. That might save on Zoom but do not know exactly how well it would work. One drawback would be we would not be meeting physically face to face in the same room. I am just not sure what all it could do and how well it would work for us. We need more information. The Interchange is something the national NMRA is presenting and we should see what it is about and if we can benefit from it.

— Larry Smith

Plastics Review by Cecil Hestand, Jr.

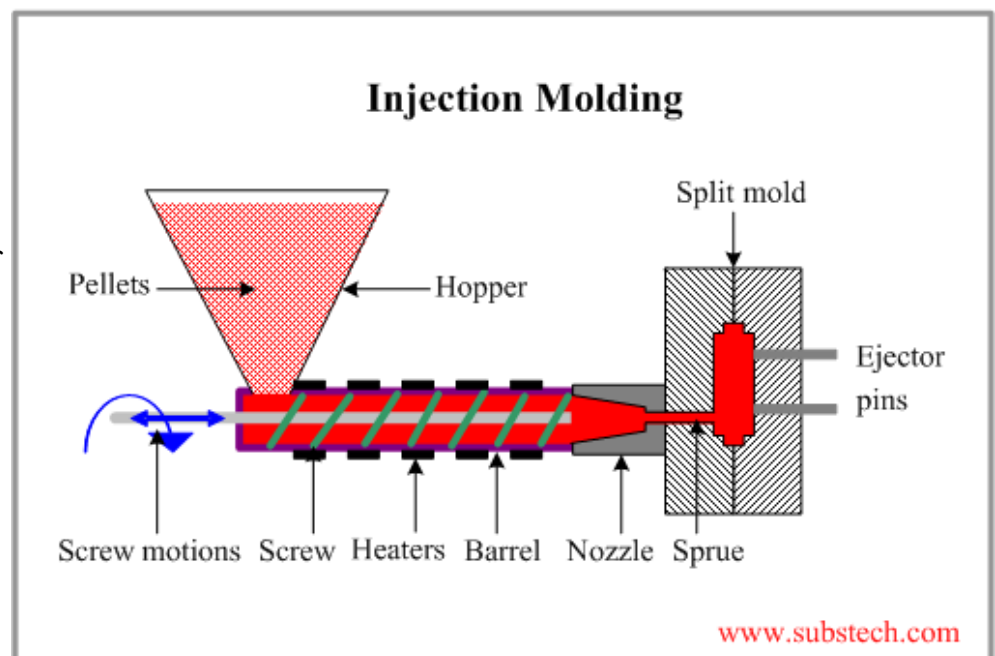
Three subjects to be reviewed over three months.

1. Plastics. (January)
2. Injection molds & parts design. (February)
3. **Injection molding process.** (This month).

Most of the plastics parts we see everyday are made from using the injection molding process. The molding machine is sized to keep the halves of the mold closed while injecting melted plastic pellets (resin). A good number to use is about four tons per square inch of the projected surface. Molding machines are mainly from 40 tons and up. The largest machines I have seen are between 10,000-20,000 tons.

The process has several steps. First step is to dry the pellets received from the supplier. Heated hoppers on top of the machine drive off the water that the pellets absorbed from the atmosphere. If you skip this step the properties of the resin and the strength of the parts will suffer. Typically it takes about four hours to do this. Then the barrel is heated up to the temperature recommended for the pellets. Most are from 460-560 degrees Fahrenheit. The barrel has a screw inside of it that rotates and fills up the barrel with the melted resin. As it fills the screw backs up. When the number of ounces is reached then the machine causes the screw (ram) to move forward. A check keeps the material in front of the screw. The material is injected under very high pressure into the closed mold to fill up the cavities. This takes a lot of PSI (around 20,000 psi). Then the machine waits a few seconds (time depends on part design). When the resin has set up in the mold the mold opens. When fully opened the ejection plate moves forward to eject the part out of the mold. Then the process starts over.

Over the years the machine control has gotten a lot better. Some companies and countries have updated to new machines. But there are still a lot of old machines out there. That's okay if not molding precision parts. The biggest variable in injection molding is the resin. From batch to batch the resins change affecting how it flows. Process parameters change with every batch, depending on the filling of the mold.



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NEWSLETTER FOR NMRA MCR DIVISION 10

210 BRANNON RD.
NICHOLASVILLE, KY 40356-9711
nmramcrdiv10.yolasite.com



Photo below: From Frank Stevenson's N scale layout. Shown is his Baltimore & Ohio articulated locomotive. Frank has an extensive collection of steam locomotives.



MARCH 4, 1:30

ZOOM & IN-PERSON, TATES
CREEK LIBRARY, 3628 WALDEN
DR, 40517

SHORT PRESENTATIONS

TRAIN BRAKES AND STEAM
LOCOMOTIVES

MEETING AGENDA

AP

TOURS

FERGUSON'S, MARCH 19TH,
361 HENRY CLAY BLVD.,
40502

AROUND THE BEND

MON.	DAY	HOST	PLACE	EVENT / PROGRAM	TOURS	Short Clinics
March	4	Div. 10	Tates Creek Library and on Zoom		Bob Ferguson's, March 19, 1-4	Steam Locomotives and Brakes
March	11	Div. 7	Lakota West, 5050 Tylersville Rd, West Chester, Ohio	Model Railroad Flea Market & Trade Show 10-3 www.cincy-div7.org/events	Layouts	
March	18	Div. 8	3938 Poplar Level Rd, Louisville 40213	Train Show & Sale 10-3 div8-mcr-nmra.org	Layouts	
April	1	Div. 10	Tates Creek Library	Beginning Operations, Eric Smith	Rich Murphy's, April 16, 1-4, in Somerset	Building a layout deck, Bruce DeMaeyer
April	22	Div. 10	Tates Creek Library	Trains Day at the Library	T-Trak Layout 2-4	

<https://zoom.us/download> - The web browser client for Zoom meetings will download automatically when you start or join your first Zoom meeting. Whether you are doing a Zoom for the first time or have done it before, use the link (web address) that will be emailed to you the first week of March for the meeting.