



THE LANTERN



DECEMBER 2020 VOLUME 22 ISSUE 12

From the Superintendent

I would like to thank John Gorman for his presentation “DCC Installation with Sound” at the November meeting. It was a very good presentation and something we all can use. It is not exactly a straightforward job to put a sound decoder in an engine. One has to know which decoder to use, where to put things, any modifications needed, and how to hook it all up. It can be done but one frequently requires help. Myself, I like to hear sound from the engines when the layout is operating. I especially like the steam engine sound although I only have a couple of steam engines.

We have another excellent clinic on December 6 with a presentation by Bob Frankrone entitled, “How to add a scene to the layout in 15 easy steps”. Bob is member of division 8 in Louisville and you will probably recognize his name from the NMRA magazine. Bob is the author of the very popular “Love those Loads” articles. Bob will show you what you can do with those previously neglected parts of your layout. This is that part of your layout where you once put down an old building to represent an industry, and you have done nothing with that area since. Bob will tell you how to make it a contributing part of your layout.

I am please to announce that Kelly Williams has stepped up and agreed to be our Assistant Superintendent. You may remember Kelly from a layout tour they had at his father Jim’s house. All, including Kelly’s son, are model railroaders. Kelly is looking forward to working for the division and he already has some ideas that he would like to explore. We are looking forward to having him as our assistant and we know that he will do a good job.

I listened to the regular meeting of Division 12, MCR, which was supposed to host next year’s regional convention in Erie, the “Northern Express”. At one point the Superintendent responded to a question and mentioned the division has a December 1 deadline to pull out of the convention with the hotel and not incur a financial expense. He sounded disappointed and said it did not look good now for hosting.

A couple days later they made the decision to cancel the convention. Another regional convention has been cancelled because of the virus.

I have received any response from my plea to the members to tell us what they want to hear for clinics nor offering to present a clinic. Some members have agreed to present clinics but we need more ideas and support. Please email me, or call anyone on the board if you have a suggestion for a clinic or would like to present a clinic. Thank you. And stay safe.
— Larry Smith

At our October meeting, a question came up about the height of layouts. Since I was curious and since the answer could be informative for all of us, I emailed the members of Division 10 and asked them to please tell me the height of their layout (the rail above the floor) and why you choose this height. I was pleased with the number of responses and I would like to thank the respondents. It seems a number of the members choose a certain height based on their own height and the ability to reach all areas of the layout in order to work on it. Other choices were due to the number of levels for the layout and the available space. Below are the members’ responses by paragraph.

My layout height is 4 feet in the yards because I reach the most distant turnouts at that height. Height varies in other parts of the layout, depending on geography.

The duck under is 55 1/2 inches high. Add another inch and a half for track level. Actually, I had two goals in mind. I wanted eyelevel viewing which is hard for short people, so I have 5 small stepstools available for people. Also, I wanted the duck under to be as high as possible for ease of entry, but it is still a bit of a pain, especially for taller people. No easily solution for having both.

The duck under was necessary for me to have 36 inch radius curves which I wanted, so I could run anything on my layout.

Mine is about 40” high. I’m 6’1” and I wanted a height that would enable me to work on the layout without having to stoop over.

My new O scale layout is coming along, slowly but...well, slow! Track laying has come to a screeching halt since my open heart and total reverse shoulder surgeries. I’m unable to reach across the layout to click the track

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For the NMRA MC Region officers link to www.midcentral-region-nmra.org/bod2.html

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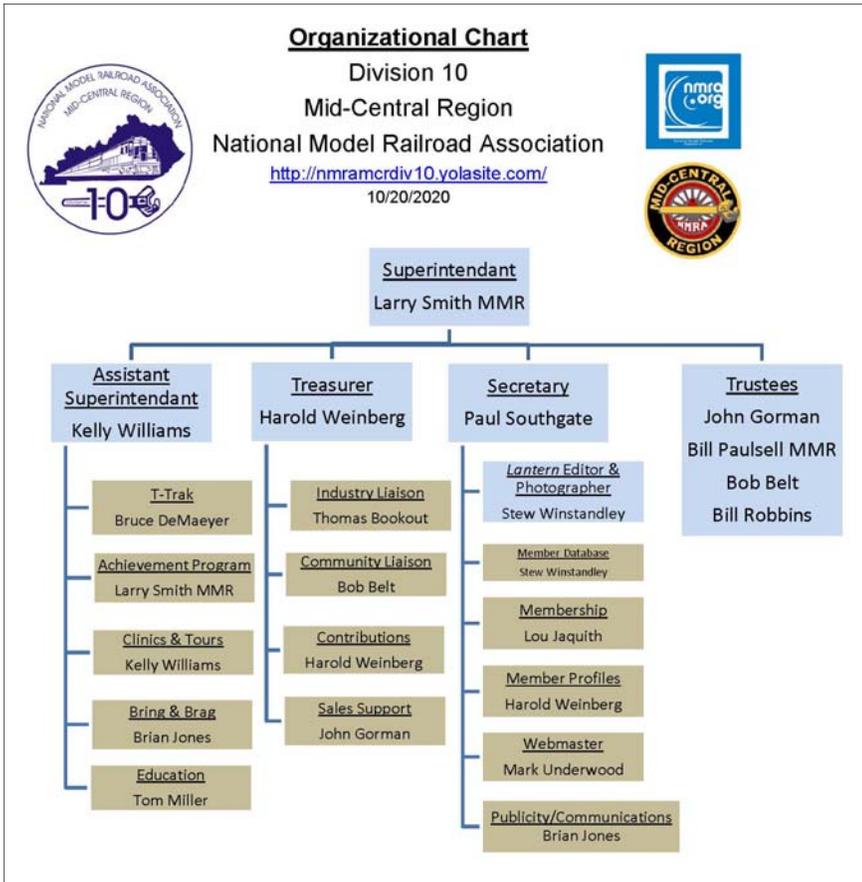
In Recognition...

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.

John Wilshire	10/20
Bill Parker	1/2020
Harold Weinberg	11/19
John Bowling	12/19
Lou Jaquith	10/19
Tom Krill	"
Fred Plymale—Slide Projector	
John Gorman—Contributions to T-Trak	



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A. COMMERCIAL AD RATES 1. Newsletter • \$10/month for business card • \$15/month for 1/8 page or less • \$25/month for ¼ page • \$45/month for ½ page • \$80/month for full page • Multiple separate ads can be aggregated for the above price structure. 2. Web site: No commercial ads allowed.

B. MEMBER AD RATES 1. Newsletter: Member rates will be at 20% of the commercial rates 2. Web Site: No commercial ads allowed. PAYMENT Payment is by cash or check to the treasurer in advance. No credit/debit cards..

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>

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



T-trak snow module by Larry Smith and Harold Weinberg, Happy Holidays and enjoy your modeling this winter.

Continued from page 1

together! But, it'll get done eventually! I think, since my track laying has been temporarily halted, I'm going to start painting my back drop—about 50 feet by 36-40 inches high. Now, concerning the height of my layout from the floor to the top of the flat track rail (I'm building hills and bridges and tunnels, so that portion of the layout will, be necessarily higher) is 43". A progress photo is to the right.

48" is the height of my benchwork. I felt this was a good height for working without excessive bending, plus it saved on the amount of lumber due to it being half of the 8 foot length of lumber.

Mine is low to the floor and that is for the kids easy viewing. Bottom level - 27", top 48" to 58".

My base level is about 46" from the floor. From there it varies about 2" or so up or down as one line descends to a river and eventually doubles back and crosses over itself. I chose this level from reading the hobby press and deciding what is comfortable for my own height. I'm 6'0" tall and the bottom of my elbow is about 43" from the floor.

The base height of my layout is 50 inches. I chose that because it is a pretty good viewing height (for me, anyway) and I can work on most things without having to stand on anything. It also allows space below for a fairly deep canyon and above for a higher elevation.

My layout is 56 inches above the floor. Some track is higher, as the logging line climbs. I chose that height as it is close to eye level and I liked the appearance. I haven't really switched on it yet, so it may require a stool for that to be comfortable.

My layout height is 54", partly because I am tall and can get away with it, but mostly because I needed vertical space for a desk and other workspace underneath.

Although mine has yet to begin, my last one was 44" from the floor. The new layout will be about the same height maybe even 46", reasoning; I am 6' 3" and hate bending over & while sitting in a roll around chair able see things at ground level.

The layout that we have built is 44" high. It seems ideal for us. You can get underneath it without too much trouble and it's a nice height to work on the scenery.

Planned base height 45", depth 30". Second level at 60", depth 12", some at 15".

My layout is 50 inches high. This height is from the following variables: Ease of working above the table, ease of working below the table, and heights of likely viewers ranging from adults to grandkids standing on step stools.

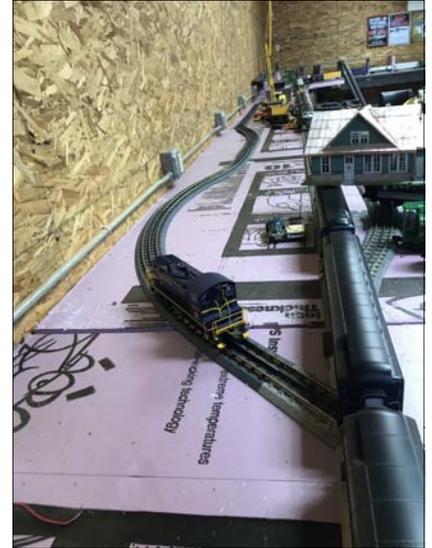
My height is 43 ½ inches. This is the height that my forearms are straight out and I am told that is the best height for working on layout due to ergonomics.

I don't have a layout but my plans have always been a 3 level walk around the wall type. The top thin level shelf, built first, would be at about 62" high x 16" wide and would be primarily for main line, out in the country level with small industry switching. At my height of 5'11", this level is just below eye level with the front edge 4" to 8" back from the main layout edge. This is high enough and back enough to allow good visibility of the level below. The mid shelf level, built second, would be about 48" high x about 20" to 24" wide (arm's length) and would be the main level of the layout with yards and the bulk of the operation. The lower level, not everywhere, would be at 30" high which is your average desk height and 20" to 24" deep. Operation would be worked from a comfortable roll around desk chair and be more dense or confined switching areas. In my case for Omaha this would be places like "Jobbers Canyon" where heavy local street switching was done among the tall warehouses and factories. Lots of activity within a short 8'-10' stretch. The main shops in Omaha, down near river level, also fit this description where motive power and rolling stock was constantly shuffled in and out of facilities. Other heavy industry or freight houses with team tracks also fit this description. The lower level would also be for staging, end point yards and work benches.

38 inches.

42" So I can reach all points of the layout for my size.

Thanks again to all those members who responded. The answers were varied and interesting. —Larry Smith



THE LANTERN

NEWSLETTER FOR NMRA MCR DIVISION 10

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



If you have Southern Railway diesel locomotives, check codes were used by the Southern to make sure that the correct number was recorded. Use the following steps to calculate the check code for any locomotive number.

1. Take any four-digit road number. Add zeros to front if the engine only had two or three digits.
2. Add the first digit, plus twice the second digit, plus the third digit and twice the fourth digit. If doubling exceeds a single digit result, like $2 \times 8 = 16$, then add the two digits; in this case, $1 + 6 = 7$.
3. Take the sum and subtract from the next highest multiple of 10 (10, 20, 30, etc.) to give a one digit remainder.
4. Convert the one-digit remainder into a letter as follows: 0 = A 1 = F 2 = H 3 = J 4 = K 5 = L 6 = R 7 = T 8 = W 9 = X

On NS 8099, a Southern heritage locomotive, the check code is 'K', $8 + 0 + 9 + (1 + 8) = 26$, $30 - 26 = 4$. The 6901 has a 'J', from $20 - 17 = 3$. See photo above. Bill Paulsell's SOU 2743 does not have a check code. In other photos of Southern's diesels, some are without check codes, but most have a code.

DEC. 6, 1:30

ONLINE ZOOM MEETING

BRING AND BRAG

CABOOSE, EMAIL PHOTOS TO
BOB BELT'S GMAIL

MEETING AGENDA

ADDING A SCENE TO A LAYOUT
IN 15 EASY STEPS, BOB
FRANKRONE

TOUR

NONE

AROUND THE BEND

MON.	DAY	HOST	PLACE	EVENT / PROGRAM	TOURS	BRING & BRAG
Dec.	6	Div. 10	Zoom online	How to add a scene to a layout in 15 easy steps, Bob Frankrone	None	Caboose/Cabin Car
Jan.	3	Div. 10	Zoom online	How to do Operations, Panel		Trains stuff I got for Christmas
Feb.	7	Div. 10	Zoom online	Weathering without an air brush, Perry Lamb		A mini-diorama
March	7	Div. 10	Zoom online	Running JMRI on a Raspberry Pi, Mark Underwood		Box Car or Stock Car
April	11	Div. 10	Zoom online, 2nd Sunday	Wiring Your Layout for DC or DCC, John Gorman		T-Trak module or a 1 square foot diorama

<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 middle of the first week of December.