

QSME NEWSLETTER

QUINCY SOCIETY OF MODEL ENGINEERS VOLUME 2007 ISSUE 3 MAY-JUNE

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Business Meetings

New Project List

Possible Trips

Update Mr. Keller

Begin Tour of the C&LE

Note: Only the Business meeting reports will be in 2 column format.

For Thursday May 3rd 2007

Car Maintenance- David F reports he has resumed work on maintenance and repairs after completing a move to a new house. A brief discussion concerned trucks and wheel sets was held but no decision reached. A report from the memorial committee confirmed that a tasteful permanent plaque carrying the names of deceased members could be completed for under \$100.00. An appropriation was made from the general fund to cover it.

Larry S conducted a discussion on proposed changes in the Constitution and By-Laws. Members suggested a few changes and once they are made the new Constitution BY Laws will be posted in the train room. (Note it has been done). It will not be voted on until the August meeting.

Editor's note: Most of the changes are simply designed to make both documents concur with the current operating plans of the club. For example the old documents called for two meetings per month, both on Thursday. It also called for a separately elected Board of Directors. Under Illinois not for profit laws, the officers may also serve as the board.

New Project List; A new two page project list was presented. It includes both major and minor projects that members may choose to take on by themselves or with the help of others. It was decided that to a man and woman this club by and large is able to perform the tasks that have been listed. They can do so on their own without supervision. The projects were selected by members of the scenery committee and while some of them will have to wait for completion of the work on the wall separating the club room

from the storage room, many can be under-taken at any time.

A full list will follow the business meeting notes.

Jim & Debbie Kisor of Keokuk IA; applied for membership and were accepted as probationary members at the June meeting.

For Thursday June 7th

There were few members present although we did have a quorum. There were also few committee reports. Some work will slack off during the hot summer months. The project list has been posted and Joe Winkleman has adopted the project to upgrade and add more motor vehicles to the layout. Jeff Heine has adopted the TOFC terminal project to the west of Downtown Keating. That only leaves 27 more, but none of them have a finish date set.

David Fredrick has again extended an open invitation to members to join in for a carry-in lunch and then rides on his play toy. If there is anyone who doesn't know he is the Chief Haz-Mat officer and Quincy manager for the Burlington Junction Railway. The BJRY handles all switching for the ADM and other businesses along the Quincy riverfront and in the south bottoms, plus the 30th street plant at ADM. They use an eclectic assortment of used engines such as the GP10s, GP15s, Alco S-13s, and of course the antique but lovely C-415. The company owns the only three still operating in the US and Canada.

After griping about sore feet at a recent operating session the club agreed to see what can be done about some carpet remnants for aisles in the club room. Nothing fancy just something to make it easier on some old and tired feet. I volunteered to check out the various flooring businesses in Quincy. I'll let you know what I find out.

At the June meeting Mike Fletcher formerly of Mexico MO submitted a membership application. He recently moved to Quincy after belonging to the Mexico club.

QSME and C&LE PROJECT LIST

These are projects that will for the most part only improve the appearance of the Chesapeake and Lake Erie. However they are not just scenery, some include electrical work (lighting) others mean adding human figures and animals along with scale size vehicles.

Most important! Each project will be the undertaking of the person or persons who choose it. **No One will be looking over your shoulder, or rivet counting. There is no boss on these projects except you.**

The scenery or electrical committees are willing to give counsel and you may ask for suggestions. We have enough great talent in this group that there is nothing we cannot do. The only set parameters are that materials used and the design should fit in with the time period modeled and operational designations of the traffic committee. Electrical and traffic committee members are excused from participation unless they feel left out.

Following is the list of projects as determined by the scenery committee. If we left out anything feel free to add it to the list by letting a committee member know.

1-Astabulah Yard: The area below the coal mine (upper level) needs a level surface, and buildings that will create a reason for the new (passenger and commercial traffic) track. Who ever decides to take on this project should decide what building flats to use along with passenger facilities. Only required step is to make a slanted rock face at the left rear of the cut. (Ask a scenery member)

2- Harrisburg yard: Needs some safe clutter (few papers, a little spilled coal, and then the appropriate building in the four foot rear center island.

3- Keating Engine Yard: Here is a chance to go whole hog on super details, A sanding facility is needed, some more people, spilled sand, the tenements built by the late Don Meyer are an excellent example of proper clutter.

4. Keating Brewery: this is another area needing more detail. Plus in both areas it would be nice to see some connection between the walls of buildings and the base underneath them. We seem to have perfected the only invisible base support for buildings. (**One suggestion for foundations would be to use sculptamold.**) We could also create a small parking lot across the street for workers and this would mean more cars.

5. Re-lamp or re-light the Keating Roundhouse outdoor stalls.

6. Smooth out the roof of the Keating Roundhouse building.

7. Level water tanks on roof of brewery and behind city of Keating.

8. Another thought is turning the two Quonset buildings into a tavern that sells the beer made in the brewery. There might be a couple of working girls near the tavern.

9. Find other buildings with space under walls and create foundations.

10. Keating and PM yards: add sand spills and light clutter. Remember SAFETY PAYS. How about some **safety signs?**

11. TOFC facility west of town of Keating. Jeff Heine

12. Repair and repaint backdrop from Keating to Foxburg

13. Keating yard west lead: Have traffic determine what it is to be used for and assist.

14. Emporium: work started by Jeff & Liz Unser

15. Clarion: possible new quarry structures. The one already there are old, patched, and just plain bad. Also use correct vehicles.

16. Portland Mills Engine yard: Need diesel fuel facilities, very short run offs for turntable, re-work scenery above area.

17. Detail: clean and repair PM station to switch 63.

18. PM Industrial: This is to become the J Kemner Industrial Park (okay so we're a little ahead of time) Work with traffic to determine what industries are to be created. Again this would have to fit the time and Pennsylvania locale.

19. Glenn Hazel: slope the ground but make station and fueling facilities level. Add people and a parking area.

20. Johnsonburg: refresh and clean area. Re-light station, new cross bucks, replace sick trees.
21. Check and dust, (maybe vacuum) the hillside above Kemner Industrial.
22. Place underbrush (low growth) along trees behind switch 47.
23. Hill to right of Johnsonburg needs more trees.
24. Remove all old trees in the area above PM engine house to the left as far as Glenn Hazel Depot. **(Note this will not be done until the Home finishes the work on the wall).**
25. All vehicle replacement will be handled by Joe Winkleman.
26. On-going project: touch up white plaster spots in scenery. The easiest way is with an India ink alcohol wash. (rubbing alcohol only)
27. Big project: replace damaged portions of background.
- 28- Future project: remove and replace the crinkled aluminum foil rock behind Johnsonburg station.

Note: There are no deadlines on any project. Many of them will have to wait on the wall repairs by the home. And most important clean up when you finish a night's work, particularly if you have dropped anything on the track.

Contact Scenery committee Barb S, Gary Roe, Dave Scharnhorst, and Bob Turek if you have any questions or want to take on any project. Thanks!!!!

LOAD 'EM UP AND HEAD 'EM OUT

Borrowing a phrase from a really old TV program is a good way to start this brief segment. Sitting in one of our after meeting watering holes, some of us began talking about the possibility of club members taking a trip this summer. I might mention that was before the recent string of 90 degree plus days.

So here's what we came up with, three possibilities. First would be a trip into Iowa starting at Fort Madison, then heading north to Iowa City for a check on the CRANDIC, and then maybe heading to Quad Cities (depends on what and where the Chinese steam is). If not we could head west on I-80 to Des Moines and then north to Boone for the Boone and Scenic. As time allows we could head north to Mason City for the Iowa Electric and a look at several rail sites (CN- UP- and a couple of others I can't remember. If you have suggestions forward them to me.

The second choice could be a repeat of our trip to the Illinois Railway Museum. The best would be a Friday evening start and overnight somewhere along the way. That would allow us to spend almost all of a Saturday and part of Sunday at the museum. David Fredrick also suggested we could make a stop on the way back at the Fox Valley trolley operation. He's checking on a group rate. The IRM has the largest collection in the state and always has operating 1 to 1 scale trains and trolleys.

Trip three would not be as long as the other two, but it is equally interesting. The other great operating Illinois museum is at Monticello on the east side of the state. They have operating tourist trains, plenty of rolling stock to see and a steam engine under repair. The same trip could also take us into Decatur for a stop at Wabic, the junction of the Wabash and Illinois Central. David Fredrick also knows a lot of interesting sites in Decatur and some good restaurants.

Again as always, if you have any suggestions please forward them and also let us know if you are interested in going and in which trip.

Destruction – Research – Future

You are a very good model railroader. You have the technical and artistic ability to make a really great layout of your own. You are young and have a good job. You have a nice home and you begin building a basement layout with multiple levels and lots of track. You have accomplished enough that there are even some trains running. It is a good start. And then it begins to storm, a rain storm that dumps heavy rain, even torrential amounts.

And - in the middle of this storm the basement walls begin to give way because the house is located a low spot near 17th and Washington in Quincy Illinois. Go look at it some time; the low area is still there.

Your model railroad is covered with thick muddy water. Your wife barely escapes the basement. You lose some track. There are brass engines and railroad cars out in a back yard. The loss though is mostly to the time spent in creating your empire. You can save quite a bit, but it sets you back for a number of years.

The year is now 2005; all that is past; your sons have grown up and moved. You have had years to study, plan, do research and come up with a new model railroad empire. And in the fall of the year you begin work on a two-level HO gauge layout.

Your name is Jim Keller. You have spent the intervening years helping build the Chesapeake and Lake Erie railroad for the Quincy Society of Model Engineers. You've watched the hobby grow. Brass engines are being replaced by highly detailed well-running plastic engines. Flex track has improved and comes in a variety of code sizes. Snap switch machines have been replaced by Slo-Mos. And throttles have advanced from four large box units that set in four locations on the C&LE, through plug in hand held throttles that allowed operators to follow their trains, then to radio throttles you helped design that give engineers even better access to the operation. And finally you see DCC controls take over and you decide now is the time to start again; on The Milwaukee Road!



Jim acquires an engine to show me he can already run trains at least part of the way around the layout.

He estimates that the main line track will total about 250 feet. It will be a dual main as was the Milwaukee in the LaCrosse WI area. It is a portion of the Chicago to Minneapolis line.

Jim has picked the year 1976 to model which will allow him a lot of 1st and 2nd generation diesels, but no steam. How about a steam excursion?



Pick up a copy of your handy Road Atlas and check the area around LaCrosse. It all hugs the banks of the Mississippi river allowing for flat construction.

There are no hills, just a large helix to get from the lower to upper levels.

The river area also allows for a very interesting two track bridge (rear of the picture at left) it is patterned after a swing span but will not be operable. It is also designed to allow him to still pour water in the river.

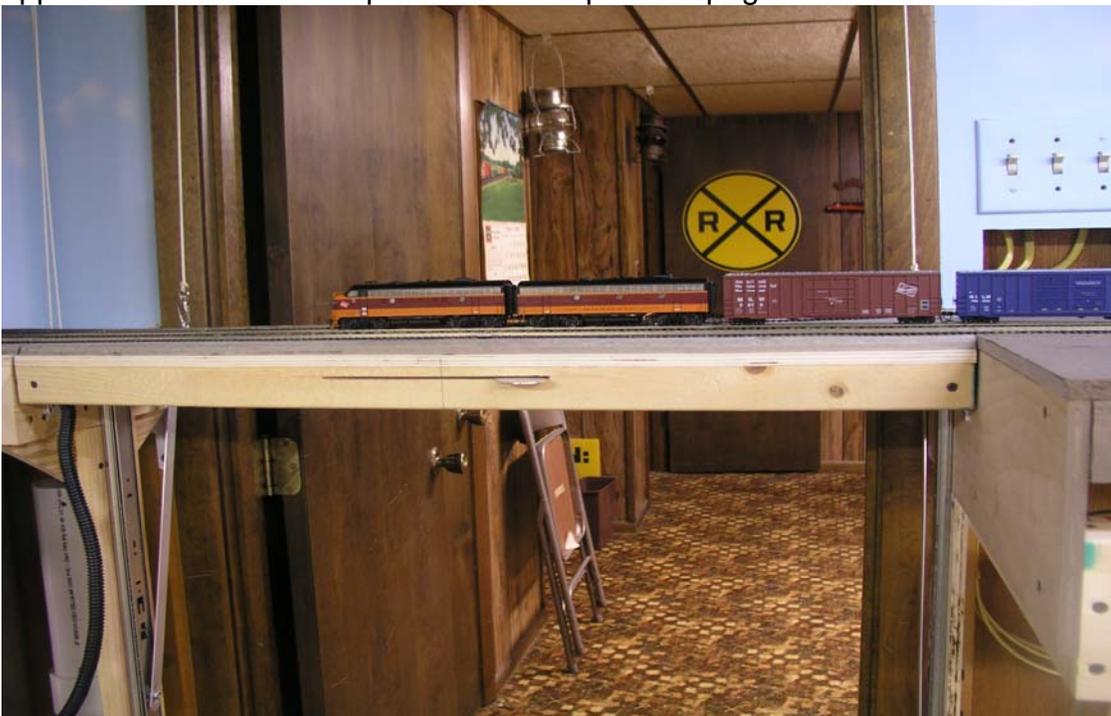


Here is a better picture of the bridge. YES Jim is checking on a train that picked a switch. It happens when your layout is under construction and some turn outs have not been powered yet.

This also gives a better picture of the two levels of the layout; there will be one short section of the layout with three levels. It will be along the wall to the left. Note that Jim has already started the background so he doesn't have to do it later.

The main line will be all flex track code 83 with purchased turn outs and for the most part powered. The yards however will be hand laid. He has started that using a Kadee spiker and some of the turnouts saved from his earlier layout.

Go back to the Road Atlas and follow this. His layout will run from Red Wing MN on the north down to Winona MN on the south. At Winona the Chicago and Northwestern comes into play. The middle area is of course La Crosse the peninsula where most of these pictures were taken and appears above Jim in the picture at the top of this page.



This is an amazing lift out, or rather lift up. Notice the slot in the center of the bare board. There is a metal piece sticking out of it. That is a lock for the unit. When it is released (shoved left) the whole section lifts up by varying heights. Jim promised there would not be a 'duck-under' on his layout and there isn't. The section rises on drawer

guides. It is counter balanced so it will stop in any position from just a few inches up to the top of the door.

The dark cord at the left carries electricity to the section. He is also talking about making this look like a grade crossing complete with flashing light so that when a train approaches no one will accidentally raise the section.

To the right in this picture above the dark blue box car is an intentional opening in the wall. That opening will be completely through the wall and into the next room (the finished one) where he plans to install an elevator track. It will be long enough to lift an entire train from the mid-level operation to the smaller third level. That will go across the west end of the train room and a portion of the north wall.

There will be two staging yards. The Milwaukee yard will be below Winona and is already being built. The St Paul yard will be in the middle room and will be accessible from two ends of a wye that will be built at the southwest corner of the main train room.



The wye will be at the left rear of this picture. What you see are two trains leaving and approaching the LaCrosse yard.

The one in the rear has just come off the helix while the nearest train is waiting to enter the helix. As you can tell from the tracks underneath the peninsula the helix is double track.

It will still be a while before he holds an operating session.

At La Crosse the Milwaukee runs almost east-west. The Chicago and

Northwestern enters the town from the northeast almost at the same angle the camera is facing. It then has a double diamond across the CM&StP. At just about the same point the CB&Q goes almost due north and south also crossing both railroads. Jim has planned the crossing and the 'Q' will be represented by about four feet of track.

Again referring to the west and north walls of the train room. Jim says that could represent a line that headed south to Marquette IA.

One other town to be included will be La Crescent MN. He says that for many years it was a lightly traveled line that featured 50 lb. rail. The trains were hauled by 4 600 horsepower switchers and only light rolling stock was allowed on it.

As I said Jim has had a few years to research what he wants to build, that includes a thorough study of buildings that will be needed. While the railroad hauled almost all types of freight, there was a large percentage that was grain and that was due to the major shippers on that portion of the line.

There were two flour mills, two very large grain elevators, and a linseed oil plant at Red Wing. There will also be an assortment of other industries to serve.

The railroad buildings have also been studied. There are some interesting stations that will have to be built. A multi-floored office and passenger station at La Crosse is going to be a real challenge. It will require scratch-building and includes multiple angles at the entrance level.

One of the neatest buildings is a two story wood structure with eight sides. There is no interior connection between the two floors, but outside stairs allow entry to both levels. It was used to protect grade crossing.



Milwaukee F #81 C meets #2028 at the top of the Helix

The Milwaukee originally numbered their F units in sets with all the same number and different letters. They ran them as sets for a long time, but then started splitting them up so you might have seen any number combination possible such as in this case. These units are both sound equipped and Jim has had them at several open house sessions and they do sound fantastic. The Milwaukee colors are in my estimation some of the handsomest in railroading. They go well together and stand out when you see them go by.

I might add Jim has been able to acquire a large collection of Milwaukee motive power along with some C&NW engines. He also has five of the CM&StP wide vision cabooses, all brass since I'm not sure whether they have ever been offered in plastic. Correct me if I'm wrong.

One of the problems with using the newer code 83 rail is that the old turn outs that came from his former layout are in code 100. He has had to create a gentle shim to rail the head of the code 83 to the head of the code 100.

The yards are all expected to be code 70. Another note as I recall in his work room there is a large quantity of rolling stock for the new layout. Some are assembled and some not. I always thought his work room looked like about half of a good hobby shop. However no one will ever beat the late George Stephenson who never bought one car when he could buy six of the same kind.

Jim I look forward to some more articles on the layout including one in-depth on the "lift up".

Touring the C&LE

At a recent operating session one of our members suggested taking a tour of the Chesapeake and Lake Erie in the Newsletter / Website. We talked it over and it had some virtue. So we'll begin our tour in this edition.

Tours will include Northumberland – Harrisburg to Ashtabula, Montmorenci to Keating, Kelle Pines to Montmorenci, Portland Mills to Ashtabula Docks, and eventually it will include using the railroad through Benezett.

To do the tours we will use particular trains. We start with Train 313, the morning coal drag.

Jeff Heine is the engineer on the train this morning. Mike Fletcher is his conductor. There are also two brakemen on the trip.

The loads have lined up by the switch crew that went off duty at midnight, Jeff and one brakeman will spot the empties before they leave while Mike makes check of the loads.



Power on #313 is GP7 #5281 in The solid maroon paint and SD7 #5201 In the two-color passenger scheme.

That is plenty of power for the 25 car train. The only work along the way will be at Keating where Jeff will drop off three cars and service the engines.

Currently Northumberland mines do not have fueling facilities except for the company switcher which is fueled from a truck.. Here #313 leaves the mine yard heading for the long tunnel that leads to Lock Haven



North UMBERLAND Mine #1 is the largest mine on the eastern portion of the Chesapeake and Lake Erie and most of its output goes to fuel the Ashtabula power plant. Other coal sources on the C&LE include the two Kelle Pines mines and Chezem #1, a family owned operation also on the narrow gauge P&CC line.

Coal from the three mines are used at the Montmorenci coke plant or transferred to standard gauge cars at the transfer facility.

The coal demand is expected to increase substantially once the Benezett Steel Mill is opened. The tour of the railroad will be finished in a special issue in late July.



Emerging from the tunnel engines #5281 and #5102 are throttled up for the climb to the Keating yard.

If rules G was not in effect the train could have someone from the Olde Depot Brewery toss them a couple of cold ones. Just a thought!

Jeff has throttled down the Two engines to 10 miles an hour as the train pulls onto the main in front of the Keating Station. At this point the conductor has joined the front end crew leaving the other brakeman to watch the rear. The conductor will check at Stephenson tower before they leave.

A bright mid-day sun shines down on the town of Keating and the C&LE's main yard. Jeff dropped the train's speed to a bare 5 miles an hour as he prepares to pull off the first three cars to be left in the yard. They'll make the spot before getting permission to cross the main and enter the engine facility for fueling.

Next issue Keating to Ashtabula.



I hope you enjoy this tour and the ones that will follow. I also have several items submitted by members for the next newsletter.

Reserve the second weekend in November for the 2007 open house.

And as always remember – **MODEL RAILROADING IS FUN!**