

QSME NEWSLETTER

Quincy Society of Model Engineers Volume 2008 Issue 1 Jan-Feb

Start the New Year off Right

Penn Coal & Coke Vehicles

IVD Meet at Good Sam

N S Wreck

Follow This Train

The first business meeting of the New Year produced a nice donation from associate member Dave Irick. He was back in Quincy in December for services for his mother who passed away in Arizona earlier that month. The club extends its condolences. Dave, his wife Linda, and daughter had an opportunity to visit the club room and were very pleased with what has been accomplished. When we send out blanket e-mails announcing work days, Dave always responds with some lame excuse like he has to cut the lawn (35 by 35 feet in 30 minutes, the rest of it is gravel). The last time he said he would spend Saturday afternoon picking grapefruit from his tree. He also complains about the very warm weather at Phoenix. Tough! He does promise to get back on of these months for an operating session.

During the meeting it was moved that the Electrical Committee and others interested, discuss the possibility of adding working signals to the layout where applicable. One concern is that they might get damaged by operators reaching onto the layout. It would be fairly complicated and expensive project if adopted. A report is expected possibly in February.

Also discussed briefly was the possibility of raising the dues. No action was taken since it would require an amendment to the Constitution and By-laws. It has been more than 20 years since we had a dues increase.

The club agreed to hold a car repair afternoon on January 19th. It is hard for one person, Dave Frederick, to keep up with the repairs. Eight members attended the session and worked for about three hours. During that time we repaired 40 cars. The checking and repairs included weighing each car and correcting any problems, checking coupler height, in some cases we replaced trucks and wheels with new Atlas trucks. It also included checking wheel gauge and re-gauging if needed. A record has been started on each car with the date repaired, weight, changing trucks and wheel sets if needed. We also made sure that each car has one axle with a resistor to aid in detection.

We have over 430 cars on the layout so the 40 we did was about 8 per cent so we will continue to hold a once a month Saturday afternoon car maintenance session, probably about 2:00PM.

I would also remind you that a consensus of the club also has agreed to hold a once-a-month work session of the Friday night following the business meeting. We will finish what projects have been started not begin any new ones until they are completed. That allows us to continue to have a minimum of three operating sessions each month.

PCC gets new Vehicles

At the January meeting Gary Roe unveiled five new painted and decal vehicles for the club's narrow gauge railroad, the Penn Coal and Coke line. They are a nice sedan for the railroad's President; after all you can't expect him to drive and pick-up. Also there are two pick-ups, one panel truck, and a dump truck. Pictures start on the next page.

Gary has also started an Excel program (on computer) that will keep track of the rolling stock on the PC&C. The railroad currently has 23 cars including hoppers, gondolas, box cars, wood hoppers, flat cars and cabooses. Several still need work including sill steps, a brake wheel or two and some paint. We still need more steel hopper cars if we are to provide the amount of coal to be taken to the transfer building and dumped in standard gauge. Should you happen to see any steel narrow gauge East Broad Top style hoppers on E-Bay or in a shop or swap meet either let Gary or Mac know or buy them if they are too expensive?



Here are four of the vehicles Gary put together, painted and decaled for Penn Coal & Coke.



Ford Fairlaine #1. This is the car used by the Railroad President.

You have to admit the Penn Coal and Coke is apparently doing fairly well to afford a good looking car for the big boss. We also have to readily admit the PC&C is running a lot better now that Gary has taken over being superintendent. As I wrote before it is with Ralph Adamson's blessings. It had become a little difficult for Ralph to work on the track and cars, but he is still very much a part of the QSME.



One of two picks purchased by the PC&C for general duty. The other one carries welding equipment for cars or track repairs. There is also an enclosed panel truck used for deliveries or errands particularly in Montmorenci.



This heavy duty dump truck works the Montmorenci and Kelle Pines yard making ballast repairs. Workers have used it along the tracks except on the hill up to Kelle Pines Mountain. That takes a work train with good brakes.

Thanks for these vehicles Gary, they certainly add to the narrow gauge. Along with the cars secured by Joe Winkleman we now have a fairly good representation on the club layout.

Illinois Valley Division is hosted by QSME

On January 13th we welcomed 19 members of the Midwest Region's Illinois Valley Division NMRA to Quincy for a meeting in the Good Samaritan Home.

We had 29 members present including 5 from the club. Nine members of the division rode the train to Quincy. We also reacquired Bill Zeter from Bloomington who signed on for two more years with QSME. In addition Ed, Hank, Gary and Dave Scharnhorst were present to help with train running and entertaining our guests. Pictures are on the next two pages.



General gathering in the community room. The guests were most appreciative of our effort and the layout. Most of them had never seen it before and said they would like to come back some time when we operate. They were given a standing invitation.



Welcoming the members was IVD division superintendent Marion Brashear. He is a very long time NMRA member as well as a Master Model Railroader. He also operates The Valley Roundhouse hobby shop in Spring Valley IL. phone is 815 663 3411.

This event was quite different from the one we held several years ago when less than a dozen members turned out. I gave them a little history of the club and extended an invitation to return sometime in the future when we could possibly have a couple or three home tours.

One of the big draws beside the club layout was a portion of Dave Scharnhorst's modular layout featuring the operating Hannibal Norfolk-Southern railway bridge. Dave had the bridge, the end module and at least four other modules set up so he could run a short train.



After an interesting program on developing an ethanol plant for a modern model railroad, Dave started answering questions on his animation. He opened up the module that features a scrap metal operation and explained how it was created using cams and gearing.

He was able to show those interested in just how it was done by turning the module over to show the bottom. Normally when the entire layout is set up there is a mirror under that section and people can see the mechanics as well as the crane and magnet move from car to pile or pile to car.

A little FYI here: The NMRA was organized in 1935 in Milwaukee. The IVD is part of the Midwest Region. It stretches from Grundy and LaSalle county on the Northeast to the Quad Cities in the Northwest, south then to Adams and Pike Counties then east to Springfield and Northeast back to Grundy County . We are District 5 which reaches east to Sangamon County, north to Mason County, and west to McDonough and Hancock Counties. In that area there are probably just a few less than 100 NMRA members. The biggest numbers are in Adams and Hancock counties.

While I am not making a pitch for members, we do have a lot to thank the NMRA for. Without its early efforts the standardization of gauges and most electrical systems would not have been possible. That meant we probably wouldn't have been able to go anywhere and run HO engines. We might have been limited to only one brand of engine and one brand of track. For an example look at the lack of standardization in G scale. They currently have about four different scales running the same gauge of track.

In the year 2010 the NMRA will hold its 75th anniversary Convention back where it all started in Milwaukee. It should be quite a blow-out. If you are young enough and have the do-re-mi to spend it would be something worth thinking about.

Norfolk Southern Dumps 28 Cars

The Norfolk Southern Decatur Division ended the year on a low note. A north bound empty grain train left the tracks near Monticello on December 27th. The cause has not been determined although a broken rail is a guess. One of two engines was damaged although both motors stayed on the rails and were able to be pulled to a yard.

David Fredrick was able to secure a copy of some pictures taken at the scene.



A few cars still had some grain in them which will make good pickings for the crows and other birds around.



The wreck also tore out a major electrical feed to the town of Monticello. It took two days to restore power.

As of this Newsletter the wreck is still under investigation. NS crews have been discussing the possibility that a possum may have caused the derailment, since its remains were found south of the wreckage.

Explanation I do know that almost all railroads refers to their traffic as running east and west, but David say NS is different. They operate trains east and west and north and south. Of course what else could you expect from a railroad that runs their diesels long end forward.



Only two cars were salvageable the other 26th were being sent to a scrap yard.



GP 10 # 7570
ex-Conrail 7570 is
painted for Illinois
Western is owned by
the Effingham
Railroad, Effingham
IL. Once the railroad
is built it will run
between Greenville
and Smithboro IL. It
will interchange with
both BNSF and CSX.

Information and Pix
from David Fredrick.

Afternoon Mine Run to Kelle Pines

The afternoon mine run to Kelle Pines on the Penn Coal and Coke narrow gauge.



We have all been proud of how well the narrow gauge PC&C has been operating. These are a few pictures of the afternoon train working Kelle Pines Mine #1. 50-tonner #5 handles the few cars easily. Out on the third trestle she tiptoes as she backs into the mine to spot and retrieve cars.



New engineers on the PC&C are given three warnings on the spindly trestles, Take it slow and gentle, don't haul too big a load, and don't look down!



Both the morning and afternoon mine runs tag a passenger car on the rear. Gary says it is used to haul men to work from Montmorenci to the mines. Currently the mines are only running a single shift, but as soon as the steel mill is in production they will be running more shifts and Gary may have to plan for specific passenger runs during the rest of the day.

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Does Amtrak really have history? I guess it does or at least a Northern Missouri developer is hoping there is enough history to draw people to his town.

La Plata Missouri is the site of The Depot Inn and Suites and the future site of The Silver Rails Resort. They have really grand plans for the location including an operating train around a vacation spot. It will feature a water park and other entertainment as well as a viewing platform along the BNSF Transcon. The platform is billed as an all season train spotting location with 80 plus trains daily.

They have worked with the American Passenger Rail Heritage Foundation and have two ex-Amtrak head-end cars parked on a siding that are said to be filled with Amtrak memorabilia. On Saturday February 23rd there will be an open house and unveiling of the Silver Rails Resort. It will take place during a Grand Opening Evening Gala. It costs money to attend the evening affair which includes dinner, but the afternoon dedication of the observation platform and the Amtrak history cars is free.

For more information go to www.railresort.com .

See you at the club room, remember work nights on Friday after the business meeting, and as always **Model Railroading is Fun!**