

# QSME NEWSLETTER

Quincy Society of Model Engineers Volume 2008 issue 2 Mar-Apr

**New Officers**

**Open House Date Set**

**Overseas Visitors**

**Lots of Pictures**

New officers for the QSME were elected at the April business meeting. They are David Frederick president, Dana Frederick Secretary and Larry S Treasurer. Under the change in the constitution they also assume the duties of the board of directors.

Club members gave a vote of thanks to the outgoing officers, Mac Fisher, Mary Turek and Fred Stephan.

A discussion was held on the scheduling of an open house for the year 2008 and the club voted on the second weekend of November, the 8<sup>th</sup> and 9<sup>th</sup>. Also discussed was the issue of cutting the Sunday hours back to 4:00PM. No decision was reached but it may be discussed further at the May meeting.

If it is adopted it would be held Saturday from noon to 5:00PM and Sunday noon to 4:00PM. Preliminary plans still call for the train room to be open and set ups in the Town Hall room. One addition may be a small display by Operation Lifesaver. They only need about six square feet and TV set to play tapes on. The organization has done a lot of good work and it would be nice to have them with us.

Ed Dietrich reported the intermittent power problem involving the Montmorenci sub track is still a problem. He is working on it and as he put it, "wants to try a couple of more things before tearing out and replacing wiring".

The Good Samaritan Home has given us permission for a wall mounted case to be placed in the main hall outside the train room to display some of the history of the club. It could contain both pictures and artifacts, such as the original Keating Station designed and built by the late Jerry Kemner. Some early engines and rolling stock could also be included.

David Fredrick is having the case built without cost to the club.

At the March meeting the club voted to proceed with construction and installation of four dwarf signals on the approaches to Keating. Larry S is overseeing the job. They will be similar to those installed by Jim Keller and will aid in indicating switch positions.

During the ongoing discussion of the signals, club members have indicated they do not wish to base operation on signals since we currently operate by radio dispatcher.

Of course that is not prototypical for the time period in which we operate, but we are used to it and it would probably be difficult to get members to adopt using timetable and train order operation.

At the March meeting we accepted Steve Prater as a new member. Steve lives in Quincy and is a retired professor at John Wood Community College with a definite interest in model railroading. We welcome Steve to the fold of interesting and very nice people.

## **Steel Mill Update**

Ed Dietrich has been doing the most work on the steel mill complex. Almost all track and switches are in place and he is now working on the micro-switches which handle the track power routing.

Mac and I are starting work on the Rolling Mill. It is a Walther's product and there is a lot of work to do. One reason is that as it comes out of the box it has three tracks in the building entering through three large open doors.

However our mill complex has room for only two tracks inside the building. We are having to extend the length of the building using two structures and cut the width down one third and still make it look like a sensible structure.

The steel mill itself is in the hands of Jeff Unser who is painting and weathering and adding some of the extra details. An enlarged rolling mill with two tracks will be worked on by Mac and yours truly. It will require some extensive modifications on the original package as created by Walthers. Their building called for a three tracks with a pitched roof covering all three. Peach Creek Shops workers also cut the siding shorter to allow better visibility to the interior.

If you would like to see a really good example of a steel mill complex go to the World Wide Web and the website for Peach Creek Shops [www.peachcreekshops.com](http://www.peachcreekshops.com) and then click on Joe Magarac's journal. If you delve far enough there are a number of picture sites within the shops main site. Pictures taken at the 2005 Steel Mill Modelers Meet can give you an idea of the detail work to be needed along with the extensive air brushing.

The shop group has had the steel mill at several recent NMRA conventions and it is a beauty.

The owner is going to make more of the clear plastic inserts for the steel molds that are carried on carts. They can be painted orange and made to light from below to simulate hot metal. I have a set of six on order.

Those pictures will give you a very good idea of the extensive detail required to make a steel mill complex realistic. For example we already have a dozen cars that will be used on the complex but each one will need heavy weathering including slag build-up on the hot bottle cars plus dirt and dust on everything. Almost every piece of metal would be rusted since very little paint was used around a mill. That kind of maintenance (prettying things up) was very low priority.

If you want to see more just enter steel mills in a search engine and go from there.

## Visitors

You may have noticed that since open house we have been having more visitors on Friday nights. We can credit that to the open house and to the KHQA reporter who announced on camera that the club is open on Friday nights. It is not a hindrance to the operating sessions and has produced serious interest from some of our guests.

This section is not about Friday night visitors, but some visitors from overseas. One morning in February Mary and I were seated in our favorite watering hole (no not a tavern) Panera's coffee and sweet shop when former Quincy Mayor Chuck Scholz approached us with a request. He was having some Guests from Germany through the Quincy Sister Cities and said they had expressed an interest to see our model railroad.

We set up a Tuesday evening and I contacted Hank Murray, Ed Dietrich, Larry S, David and Dana Fredrick and Mary Turek who happily showed up to run trains for our guests. They included a couple, Barbara and Dieter Ronsch, his mother Ursel Ronsch, and Grandmother Therese Buchal. The Ronsch family is from Berlin and Mrs. Buchal from Cologne.

They were delightful guests. Thankfully Dieter spoke fairly fluent English because my German is limited to ja and nein (yes and no) and ein posit which means drink up. I explained the basics of the layout stopping every few words for Dieter to translate.

The interesting thing about the group is that Mrs. Buchal's late husband was extremely involved in the restoration of steam railroads after the devastation from World War II. It had to have been a horrendous task. Consider the loss of motive power and rolling stock, tracks, yards, even signals and communication. Allied bombers concentrated on destroying trains, tracks and particularly the yard system.

I have never seen as active and inquisitive a 90-year-old as she was. Mary took over operating my train so I could answer questions. She said Mrs. Buchal followed the train everywhere it went. She climbed up onto our platforms to get a better look at several places and didn't miss a thing. At one point she asked Dieter where the passenger trains were. Of course in Europe they have passenger trains everywhere. Larry obliged by bringing our crack passenger train up from Williamsport to show we do run such trains. A group picture and several other shots are next. Thanks to all the members who helped out on this endeavor.



L-R Ursel Ronsch, Therese Buchal, Dieter and Barbara Ronsch, and former mayor Chuck Scholz



Left- Therese and Dieter chat with Chuck about the town of Keating.



I was explaining how long we've been working on the layout.



I told you this dear lady was everywhere during her visit. She missed nothing even to check out Dana Fredrick taking her picture at Ashtabula yard.

Right in the walkway between Keating and Johnsonburg are: yours truly, Chuck Scholz, David Fredrick, Dieter Ronsch and Ed Dietrich.

This piece would be perfect if someone would show me how to enter the umlaut over the ö in Ronsch.

We also need a book for people to sign when they visit us, just a thought.



### Correspondence

We received the following e-mail from this gentleman and thought you might like to read it. We have extended an invitation to him when he is back in Illinois.

*I just visited the web site for the Quincy Society of Model Engineers. My wife and I live in Moline, Illinois, although we spend about five months of the year in The Villages, Florida, where I am now.*

*Just wanted to let you know how impressed I am with what I see on line, from the quality of your railroad to the organization, which is apparent in the website itself, the newsletter, and the pictures of your meetings.*

*I've been an "at home" model rail fan for about fifty-five years, starting in S. I have built several HO and N layouts since that time. I "re-railed" when I retired, about three years ago, with a small (4' X 8') HO layout which keeps me just busy enough. My grandkids love it. I will make an effort to visit one of your meetings sometime. I'd really like to see your railroad operating. Again, very impressive.*

**Rick Anderson**

It is nice to know someone checks out our website. We do know there are visits to it although we have not set up a measuring device. Larry has made it a lot easier to reach different parts of the site. Just enter qsme in your search engine. It gives you a direct line to the newsletters and other items. There is also a link to a QSME article in the Herald-Whig.

## From another's Perspective

Every once in a while it is nice to look at something through some else's eyes. When the Illinois Valley Division of the Midwest Region held their January meeting in Quincy a lot of our visitors were taking pictures, but one member in particular, Gary F Talsky of Spring Valley spent an extra amount of time snapping away with his digital camera.

In early February he sent me the results and for the next three pages here are some of what I think is his best and different photos.



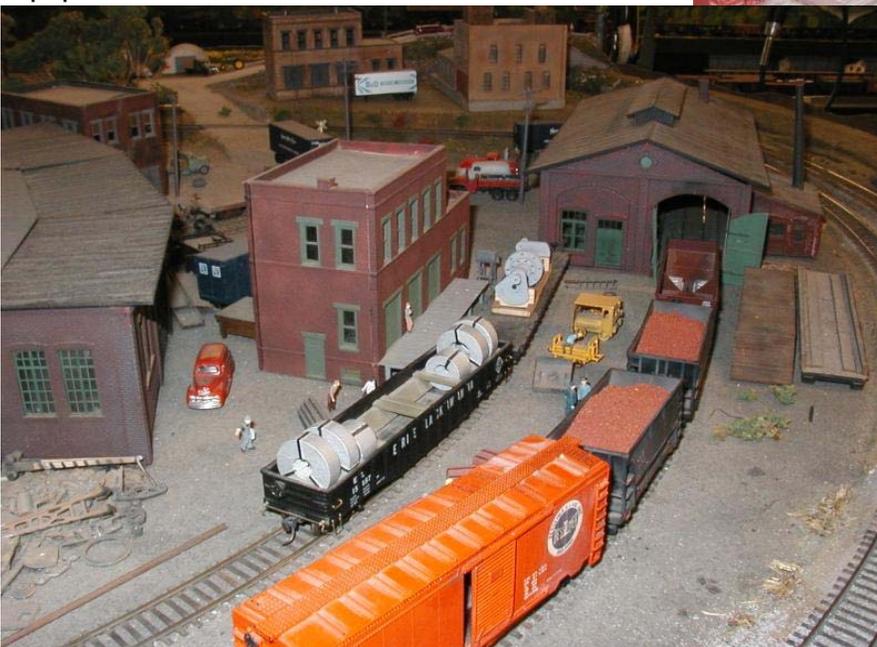
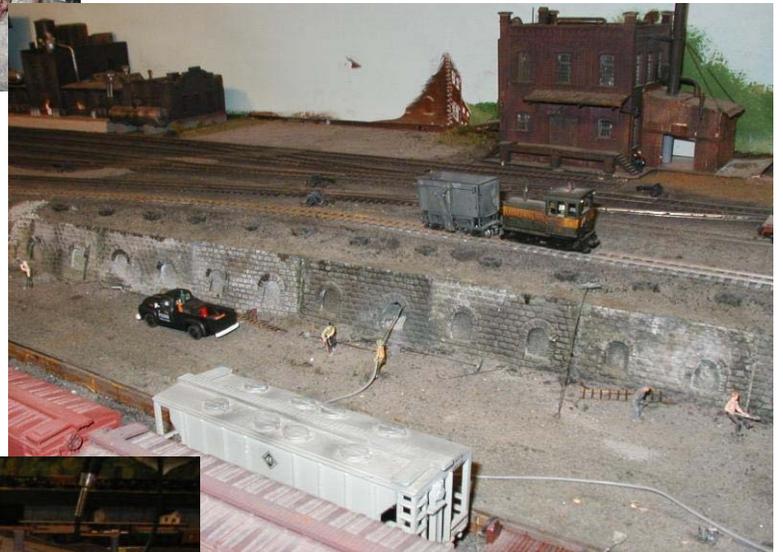
Here's C&LE GP7 5101 taking on some go-juice at the Montmorenci fueling facility. The diesel looks like it just came out of the wash rack.

Montmorenci is at the end of a sub and the location does not demand a very large fuel facility.

The steamers can get water and coal at either the transfer building or from one of the mines on top of Kelle Pines.

Here are the old coke ovens at Montmorenci. For those who don't know the old Plymouth and home built hopper car are used to charge the ovens from the top.

That's one of Gary Roe's new PC&C pick up trucks in front of the ovens. This one does yeoman's work hauling welding equipment where it is needed.



Car repairs are done on either the rip tracks at left or if heavier work is needed then there is a chain hoist inside the building.

For members just a note that another of the Saturday car repair sessions will be held during April.

We'll send an e-mail about the date.

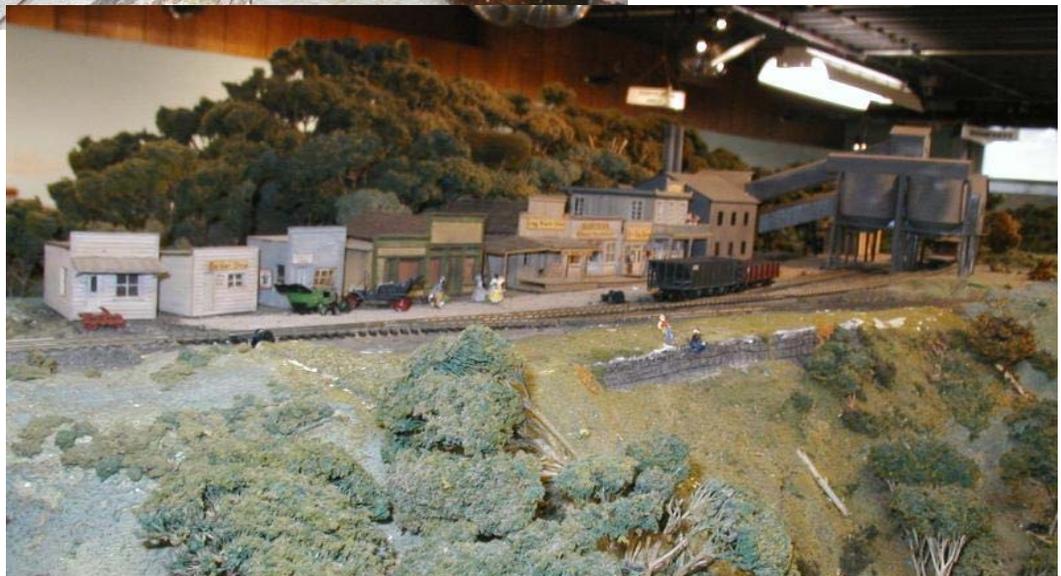


One more Montmorenci picture this one looks toward the wye and diamond that is controlled by the smash board. It actually does control the electrical feed to the diamond.

There is a story that goes with this scene. You can see the remains of the original track. The switch to Johnsonburg was on the raised area in the lower center. A huge flood in 1939 washed out the track and engineers decided to relocate the tracks and place the switch on higher ground.

The town of Kelle Pines is at the top of the hill from Montmorenci. At the rear is one of the 3 PC&C mines tapping vast anthracite coal veins under Kelle Pines.

Thanks to a lot of work both sides of this peninsula are now operable.



The village of Johnsonburg below Kelle Pines and the Johnsonburg station looks like the wind has caused some roof damage. There are very slim traces of coal in that rock.



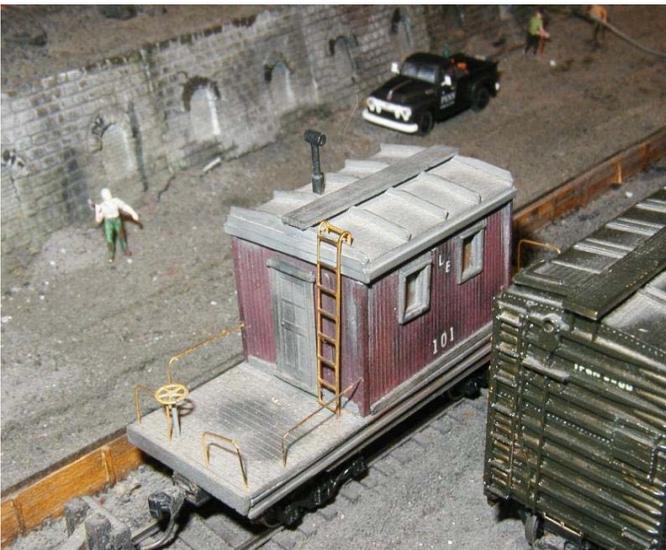
Opposite the town site of Kelle Pines is the first mine that was a steady producer. While there is only one flood loading track (old style) they could still keep the cars busy hauling coal to the transfer down hill. I understand the new superintendent plans to replace the old light poles. Wrong scale I guess.  
**Now Some Neat Shots**



Stephenson Tower just west of Keating  
 The interior features a dispatcher's panel



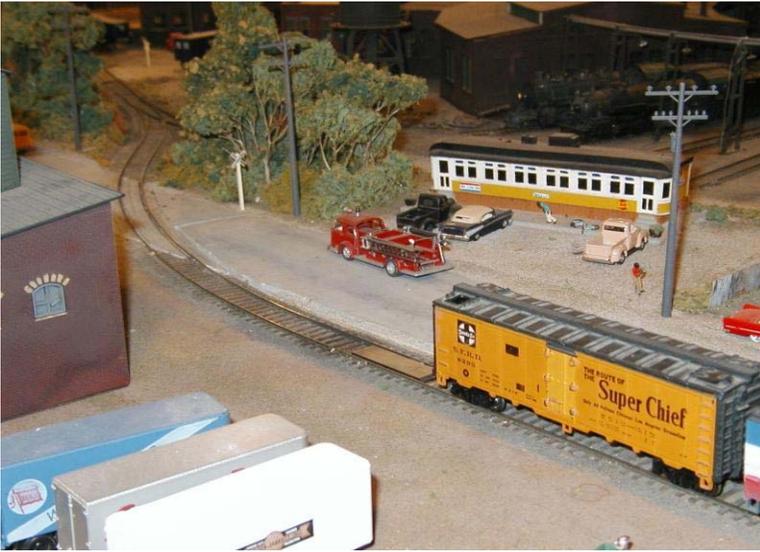
Town of Driftwood with grade school and a community church.



C&LE transfer Caboose #101



Penn Coal & Coke 50 Ton #5



Two views of the beanery at Keating engine house.



This is an excellent view of the town of Keating from the back side. In the lower right are the theatre and Bob Meyer's garage. Across the street is Doc's Hobby Shop with the Drug Store on the next corner and Luigi's Italian Restaurant next to Scharnhorst Motors. When Gary sent the CD he said he was getting ideas for a layout he was starting. I'm happy if he got some ideas from us. Thanks Gary!



Jeff Heinie was returning from an NRHS meeting in Springfield when he spotted this train on the BNSF track east of Jacksonville. The combination of motive power made it difficult to determine whose trains it was, but Jeff learned it was a CN grain train.

Thanks Jeff for continuing to feed pictures to the Newsletter.

Is there any use for really old wood side boxcars? According to Jeremy Bubb, there is if you live in Pottstown.

This somewhat deteriorated car appears to have either been used as housing or maybe a workshop. The stove pipe says it was heated with a door and two windows. Sorry no plumbing.



Our friends from the IVD made quite a day of it. Several of them got on Amtrak at Princeton and rode to Quincy arriving just before noon. That gave them time to come to the meeting and get back on the eastbound train at 5:30 pm.

Thanks to everyone who sends us pictures or information.

Next time some more of Gary Talks's pictures, and a look at the new operation for the Burlington Junction Railroad.

**Model Railroading is Fun!!!!!!!!!!!!!!**