

QSME NEWSLETTER

Quincy Society of Model Engineers Volume 2008 Issue 6 Nov-Dec
Open House a Success

Name That Train

Some of This and Some of That

The 2008 Open House for the Quincy Society of Model Engineers was held November 8th and 9th and was again a successful event. Thanks must go out to everyone who pitched to help prepare the club room and helped to set up in the Community Room. We also send thanks to everyone who showed up the two days to run trains, answer questions and greet visitors.

A particular thank you must go to Meg and Chuck Fitch for hosting our Saturday night get together. It couldn't have been better and all who attended certainly do appreciate the effort on the part of our host and hostess.

Oh yes, we did have a couple of visitors who asked how long does it take to set up the main train room and looked shocked when you answer, "we started in 1974". While there was no count of total guests it was well into the hundreds each day

Here are a bunch of pictures from the show. Some are from Jeff Heine, some from Mary and me, and some from a new source. It is the website Quincy Magazine.Com. The owner of the site gave me permission to use pictures and I will credit them as I use them.



On Saturday the crowd was a little slow but it gave those who attended a great chance to see the layout. Gary Roe always had a fairly good crowd around the narrow gauge and it ran very well with no noticeable problems. Thanks Gary.

(right) Richard Hood's K27 mud hen #481 paid a visit to the narrow gauge Penn Coal and Coke RR.

It looked right at home climbing the twisting track on the hill to Kelly Pines



Speaking of guest trains riding the C&LE rails, Larry's CB&Q Zephyr made a striking appearance as it round the curve under the highway bridge east of Keating.



A few years before the Amtrak mergers is okay with us. Two P40 pooches lead a train of early cars around the curve at Johnsonburg. Aptly named as a burg, the town is too small for Amtrak to stop and so it's on the main away from the station platform. I think the station roof needs some work.

To the right are a nice matched pair of EMD BNSF units in the cream and green corporate colors. They were waiting their turn to get out on the main.





The guys and gals who kept the trains running don't always get in the news letter, but I decided this year I would try to include as many as I can. Back to front are; Jim Keller, Eric Kineer, John Roskamp. David Fredrick, and Al Durand, and just peeking over the forest is Mike Fletcher.

Right; A smiling Charlie Burdic and Max Roskamp with Portland Mills Industrial behind them.

They're smiling because they just figured out where their trains are located.



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Left; One of three dispatchers that control the trains during the Open House, Brian Klein is intent on the computer screen that shows where each train is located.

Brian and Eric Kineer make the trip from Burlington IA each year for the open house as well as several times during the year just to operate.



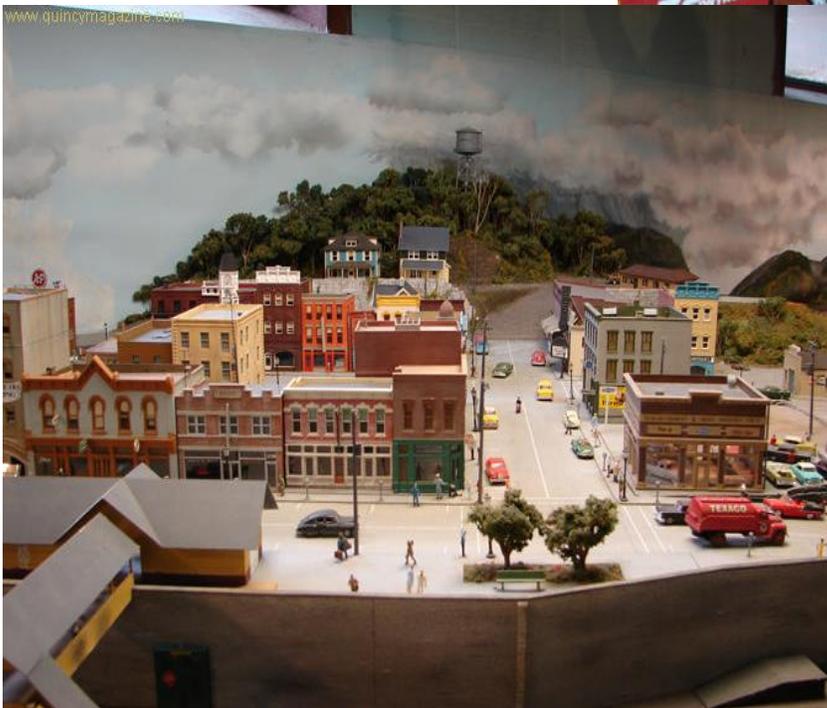
(left)

Usually there are several members who greet the visitors. On Sunday afternoon that duty fell to Chuck Fitch (left) and Gary Roe.

Gary had found a second crew to operate the narrow gauge which gave him a chance to sit down for a spell.



(right) Who says trains are just for boys. This picture taken by Jeff Heine shows a girl just as enthused as the boy next to her. Of course both of them were waiting for candy.



(left) This is one of the pictures taken by the photographer from Quincy Magazine. It's interesting to have someone take a picture who is not a model railroader and see what they get. This is a good shot of Keating taken without flash, gives a nice depth to the town.

QuincyMagazine.com Photo



(left) Mike F and Larry S were in the left rear corner of the club room most of the two days on the Open House.

Just behind them you can see the beginnings of the Benezette Steel Works of U S Steel.

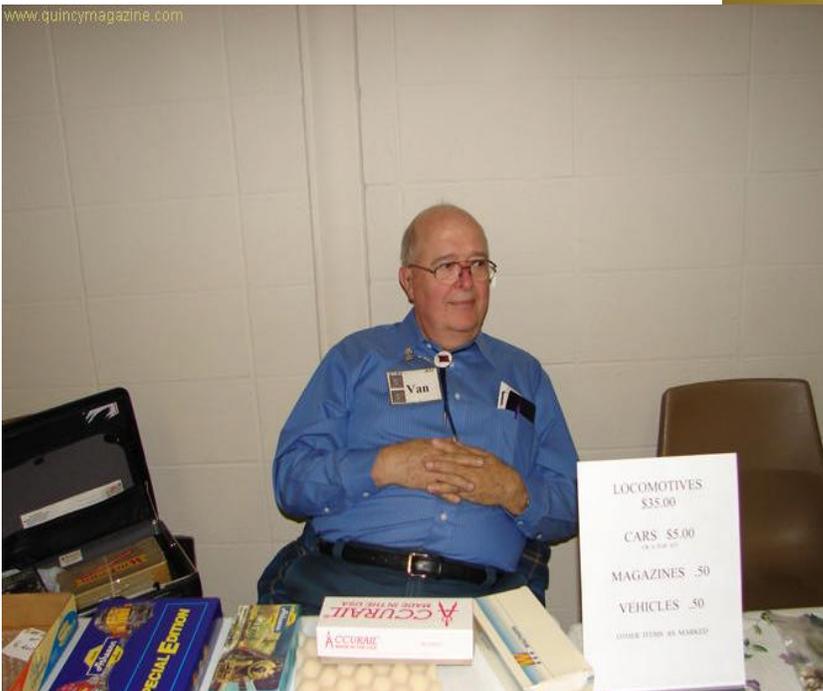
Hopefully by this time next year we will have a lot more done.

QuincyMagazine.com Photo



(right) In the Town Hall community

room one of the best displays is the operating layout of Hank Murray. It has one of the best Collections of O, O-27 and #1 Gauge I've seen in a long time. The best part if that the young people can actually run the trains.
QuincyMagazine.com photo

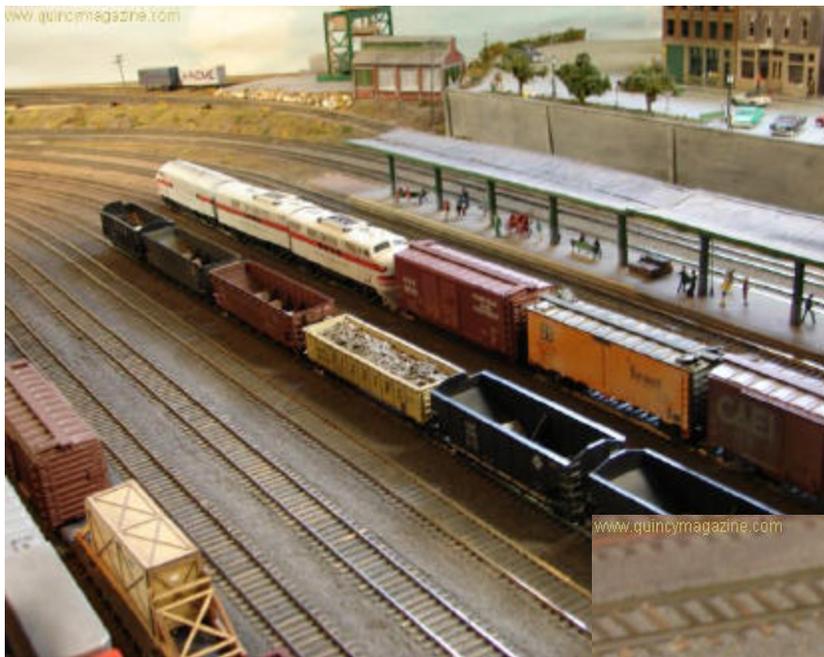


(left) QSME member Van McCullough of Jacksonville set up two tables full of railroad items to sell. He sold a bunch of old magazines and part of that went to the club.

One youngster looked long and hard before buying a diesel engine and an hour later his grandmother came back and bought him a half dozen cars to make a train.

railroader out of him.

QuincyMagazine.com photo



(left) A gorgeous set of A-B-A F units in C B & G white with a red stripe occupy track 1 in the Keating yard. Believe me they did get a good run on the C&LE main. It was nice to see so many off line motive power operating on foreign rails .

QuincyMagazine.com photo

(right) Green Machines out of the Waterloo IA plant on a Rock Island Flat car. It was a long trip to eastern Pennsylvania, but they made it. Chained down and blocked they made the trip to a dealer at Keating.



(left) Ed Dietrich takes a break from his dispatching duties. It isn't easy handling up to 8 trains on the main line as well as moving them in and out of yards.

Actually Ed is still controlling trains by routing them out in and out of Keating yard.

We don't say enough about the members who work so hard to keep the trains running setting up for open house or re-setting the railroad for operating sessions. Ed does that all by himself, but he prefers it that way.



(left) Jeremy Bubbs is also one of the many members who live outside the immediate Quincy area but donate their time for the open house. We also have to thank him for the great pictures in our special Newsletter on the flood this past summer.

He would probably have more railroad time if he wasn't also involved in restoring cars and tractors, but that is a great hobby too.

(right) If you wonder why the effort to hold the open house just glance to the right. A child on a father's shoulder and another man who may be remembering what he saw in store windows as a child. These make it all worthwhile.



As does this youngster enjoying the trains with Hank answering his questions.

Thank You Everyone!

Of This and That

Although it wasn't highly publicized, the Iowa Interstate Railroad ran steam excursion trips out of Rock Island, IL to help raise money for the victims and families of the 2008 Mississippi River flood. The trips were taken behind the Chinese built steam engines that were purchased by the railroad a few years ago. The locomotives were double-headed to Rock Island from Iowa City that morning and then split once arriving in Rock Island. Passengers had the option of riding a trip to Silvis, IL or Walcott, IA. Both trips lasted about 90 minutes. The steam locomotive was placed on the head end of the train, and a diesel was placed on the rear. There was not a place to turn the engine once it reached the final point which is why the diesel units were placed on the rear of the trains.



The event was held in conjunction with the Salvation Army which had hoped to raise about \$75,000 from the event. Crowds attending the event were moderate. Besides having the trips to Silvis and Walcott, a dinner train was planned for the evening ride. Another excursion was planned for Sunday as the engines returned to Iowa City. The Iowa Interstate was a very gracious host and displayed one of their newest diesels for excursion riders to see. The IAIS now owns some GE AC6000 locomotives.

Jeff Heine photo & story

Eds note; I wanted to include this in this issue because the next won't come out until early February, and the picture and story would have been a little old. There have been some great photos of the IAS new GE diesels in *Trains* and *Railfan and Railroad* so I'll skip them for now.

Gary Roe passed this one on to me and I thought it might be worth the effort to try and win the contest. Basically MoDOT (Missouri Department of Transportation) is conducting a contest to name the Amtrak train running between St. Louis and Kansas City. I always thought it was called the mule, but I guess I was wrong.

Here's the scoop copied directly from their website.

To celebrate 30 years of state-supported passenger rail across Missouri, as well as major service improvements in the works, MoDOT and Amtrak are pleased to announce a contest to give the trains a brand new name.

The "Name The Train" contest will rely on train fans everywhere to pick the best name for the train that runs between St. Louis and Kansas City. The new name will be revealed in January!

Contest

There will be three phases to the contest.

- ▶ **Submit your favorite name online or by mail between now and Dec. 10.**
- ▶ **Contest judges will select five names as finalists.**
- ▶ **Vote for your favorite finalist name online or by mail from Dec. 16 to Jan. 16.**

The site is <http://www.modot.org/othertransportation/rail/namethetrain.htm> ...

Good Luck.



(left) When I bought this pair of Bachman 70 ton GE diesels I wasn't sure what we would do with them, but the price was so darn good it was impossible to pass the deal since decoders were included. Along with a C&LE 70 tonner they will work the US Steel Benezette works. In addition the club has purchased an Alco S1 from the CB&Q. It can pull anything we'll throw at it at the steel mill. There will be daily work within the mill ground as well as delivery of raw materials on the Benezette turn.

That's it for this edition. In February we'll include Hank Murray's review of the new C&NW book by BMI publishing, along with an article by Jeff Heine on The Railroad's Influence on Small Town Tourism.

Remember **Model Railroad Is Fun !!**