

# QSME NEWSLETTER

Quincy Society of Model Engineers Issue 4 Volume 2009 July-Aug

## Company Picnic

### What Do You Want To Learn?

### Montmorenci Changes

### Biggest Steam Gathering Since 1990s

The annual Chesapeake and Lake Erie (Quincy Society of Model Engineers) picnic is set for Saturday August 22<sup>nd</sup> at the home of Traffic Committee Chairman Hank Murray. If you have never been there, Hank's home is located southeast of Quincy at 3103 St. Anthony's road. If you need a map there will be some available at the club room prior to the picnic.

We request that each person and or family supply one covered dish, preferably with food in it. also bring plates and eating utensils. Meat including hot dogs, hamburgers and bratwursts will be furnished along with buns and condiments. Soda will also be furnished. If you wish something stronger then bring your own. It is also advisable to bring a chair. Hopefully there will be some musical entertainment if the Roundhouse Trio attends. That means Van, Fred, and Dave should bring their plink, plank and plunkers.

Hank's pool will be open at 4:00Pm and dinner should be ready by 6:00PM. Fred has informed us there should be sweet corn available this year. The picnic is always fun so do come and join us.

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The headlines carry a somewhat cryptic line which reads, "what do you want to learn? Let me explain. At the August business meeting President Jim Keller suggested that maybe one of the things missing from the club agenda is the opportunity for members, both new and old, to have the chance to learn more about this fascinating hobby.

This was discussed previously among some members that felt we may not be retaining members because many of them signed up noting a preference to learn some phase of this multi-faceted hobby and are not getting that opportunity.

Jim brought it before the meeting and it was generally well received as an idea. What we now need is a list of whatever you would like to receive in the way of instructional help. Immediate ideas included wiring, track laying, painting and scenery but I am sure this needs to be broken down into smaller areas. For example how to tweak the operation of engines both steam and diesel. How to wire switches, lighting on the layout, wiring the layout for either DC or DCC, building structures and weathering them if you wish. How to make trees, bushes, grass, hillsides of trees etc. and I'm sure you can think of many things you would like to learn. So here's what we need from you. A list of what you want to know with as much detail as possible. Send your lists either to Jim Keller or to me. I'll see that Jim gets them.

Do not expect to have long training sessions. Several years ago we held one full afternoon session for the public and it took a terrific amount of work. More likely these will be an hour or less in length.

The other part of this is determining when and how often we hold these sessions. We would like to hear your suggestions. Two suggestions already made are immediately following the business session on the first Thursday of the month, or on the Friday night following the business meeting.

Please we encourage you to contact us, make suggestions, and tell us what you'd like to learn. We'll get back to everyone interested just as soon as we have a solid plan.

**This is important!** At Friday night's operating session (August 14<sup>th</sup>) I checked out the repair box on top of the dispatcher's panel. It contained one gondola and two engines. One of them an F3 had a note attached explaining clearly why it had been placed in the "to be repaired box". The Gon and the Geep had no information attached. I could find nothing wrong in a physical inspection of the Gon. I put it back in the box for Mike to check gauging and coupler height. I had no idea what was wrong with the geep. It will have to go to Jim Keller for a road test to check it out.

**Please** if you place a car or engine in the "repair Box" unless it is something completely obvious (like a broken coupler or loose truck) leave a short note attached. It will help immensely and may be something that can be repaired right in the club room in a matter of minutes.

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### Montmorenci Changes

In the previous newsletter I placed a picture one of the narrow gauge coal cars purchased by Penn Coal and Coke from the Kovalchick company owners of the East Broad Top railroad in Pennsylvania. You may have note something was missing from the scene.

Now narrow gauge superintendent Gary Roe has added the most important item to the scene, a Crane to unload those cars as they come in to the Montmorenci yard.



The far track under the crane frame is the standard gauge. The new cars will come in on a dedicated flat car provided the PRR. If you noted the previous picture the trucks have been loaded separately from the body. They'll be unloaded first onto the near track (narrow gauge) then the car body will be placed on the trucks. Gary says the shipments will come once every two weeks by our operating schedule so it will be a while before the five new ones are in service. If you need to clean track under the crane, it can be carefully lifted off the foundations.

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## .What A Steam Weekend

Billed as the largest gathering of steam engines since 25 such locomotives got together for the unforgettable California State railroad Museum's Railfair of 1999, the Steam Railroading Institute's Train Festival 2009 lived up to its name. For us we were very lucky to have both Dave Fredrick and Jeff Heine present during the July 23 thru 26<sup>th</sup> event in Owosso Michigan. There is so much to show that I will concentrate on the Steam engine part in this issue and the model portion in the next newsletter.



I guess I'll start small and work up. There were three teakettles at the meet, tank engines; including Vulcan built Little River 0-4-0T #1. Little River locos, yes there are two of them, are based at Coldwater MI. I have always been fond of tank engines since they could get into close quarters, and as a child I saw them along the docks at Jersey City.

Another 0-4-0 T was Viscose Company's #6 spot a somewhat tighter little locomotive.



Dave said the area used for the engines was even smaller than the Burlington Junctions Front Street yard in Quincy, and I've been told 30,000 people visited the event during the three day run.



Flagg Coal Company #5 rounded out the trio of tank engines. I wish I had the information on weight and tractive effort of these diminutive steamers, but I do know they seldom moved more than two or three cars.

Next in size was Little River #110. A 4-6-2 it is the smallest standard gauge Pacific ever built. It does yeoman's duty by pulling hour-long trips during the summer between Owosso and Coldwater.



Don't you wish this was really a steam engine? It isn't of course it runs on a gas motor, but it was display complete with steam sounds. Sitting there among the people it reminds me that the real #611 ran almost that clean in real life. If they wanted to do a photo run-by then the fireman had to make her smoke.



Southern Pacific Daylight painted GS#4449. The 4-8-4 made its first cross country run from its home base in Portland since 1984,

David can certainly be forgiven the tourist stance in front of this beauty. I would have done the same thing.

Below is a side view since we have the space for it in this issue.





If this doesn't look like brute power I don't know what does. This is the hometown favorite, Pere Marquette 2-8-4 #1225.

This is one the engines built at the start of World War 2 and was constructed by Lima in 1941. It is owned by the Michigan State Trust for Railway Preservation and is based in Owosso.

At right is Nickel Plate #765 another of the big 2-8-4s. Both Jeff and David said taking clear pictures became more difficult as the days went on. I remember times when getting a clear shot of #611 or #1522 was almost impossible at the Hannibal riverfront.



To say the least the Train Festival must have been very successful. What I have found on the internet praised the event. I could only wish it had been closer. Maybe we can talk to the powers at Burlington Junction about having one down by the Mississippi. Or maybe not.

The biggest problem facing everyone wanting to put on a show or have train ride is the blasted insurance. That's what led to the deletion of the Norfolk Southern program as well as #1522. The little River group is using their own trackage and engines for their trips. The same goes for the Niles Canyon organization in California. Grand Canyon Railway dumped steam for both financial and 'green' reasons. CB&Q's #4960 is now on static display and their 2-8-0 #29 is in storage.

According to Railfan and Railroad two Illinois engines may be under steam before the year end. One is Frisco 1630 at Illinois Railway Museum and the other (hopefully) may be a steam test of Southern 280 #401 at Monticello.

One item of really great news is the completion and operation of two new steam locomotives. One of them is an 0-4-0T that has been built to narrow gauge standards in California, the other was the eighth engine at Owosso.



This is the *Leviathan*; it is a sister to the *Jupiter* which was the famed engine at the Golden Spike ceremony. The *Leviathan* is patterned after a Central Pacific 44-0. It is described as an incredible replica and came to fruition through the efforts of a gentleman named David Kloke. I don't know who he is but I would sure like to shake his hand.

Railfan and Railroad magazine lists 213 serviceable steam engines in the United States. Not all are operating. Many are narrow gauge and at six 55 inch gauge cog engines have been replaced by diesels on the Mount Washington Cog Railway in New Hampshire. Note however that this could be reversed at almost any time.

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### What's In The Future?

I've written about this railroad last year. It is a 15 inch gauge layout in a large section of Missouri not far from Cuba. Van McCullough has been there twice. On the first outing last year he got a chance to operate one of the steam engines.

Earlier this year he had another chance to visit the Abercromb TT and Northwestern, but the circumstances were much different. The gentleman who owned the land and the railroad was what you would call an investment broker or councilor in the St Louis area. That also meant he was in a very good position to keep the railroad operating.

But his other hobby was motorcycles, which led to his untimely death. Now no one is quite sure what the future will bring for the ATT&NW.



ATT&NW 4-8-4 #801 is on the turntable at the railroad's large headquarters.

Everything has always been kept spick and span as the owner wanted it.

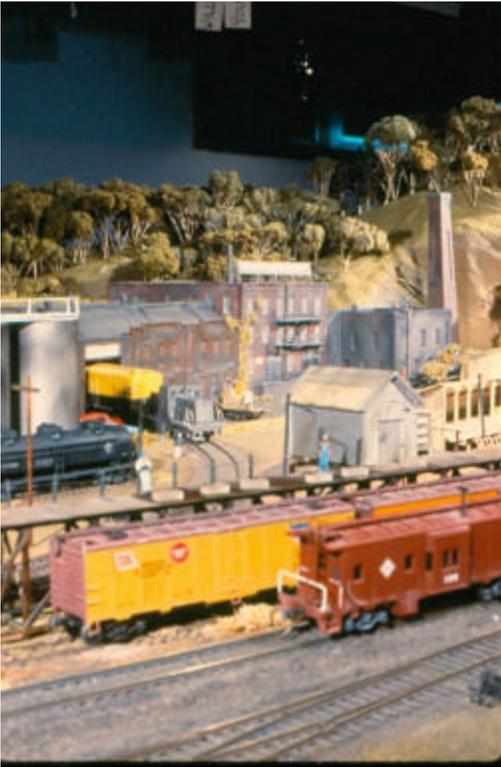
The engines are in magnificent condition as are the tracks.

Van says there are several miles of tracks making two separate loops from the yard.

Both steam and diesels occupy the interior of the roundhouse



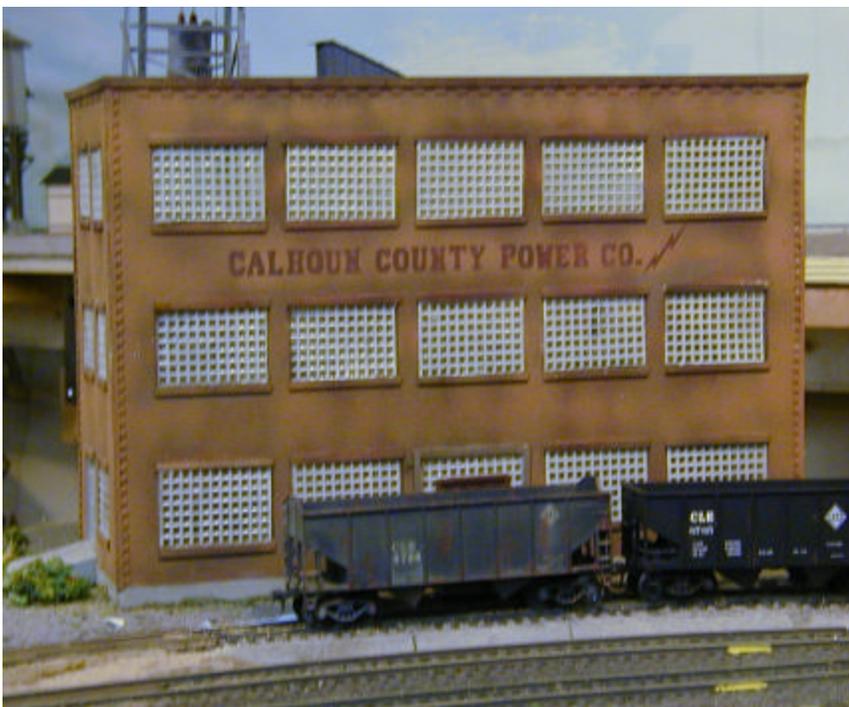
The backhead of #401 is at left.



Here is a picture of Benezette taken during its busier time. Actually it's one a series of slides prepared for the issue of Model Railroader that featured the C&LE.

There are a number of slides I intend to put in the newsletter in future issues. I just thought this would be an interesting comparison to the picture below.

At right, deconstruction precedes construction of the new Steel Mill which will occupy all of the site of Benezette.



One change made already is at the Calhoun County Power Co. It no longer has an incline for the coal dump. And in the near future it will change to oil since the company decided oil would be cheaper than coal.

Please remember the Picnic Aug 22<sup>nd</sup>, and come join for operating sessions whenever possible.

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