

QSME NEWSLETTER

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Club News ETC.

Happy Times

Steam Diesel and Fun

Once again let me remind you there will not be an open house this year or in 2010, at least that's the plan for now. If you don't understand why, may I suggest you try finding a place to park during the daytime around the Good Samaritan Home. One day this week (Nov 8-13) they were even parking on the front lawn. Next year when they start on the complete renovation of the main entrance it will be even worse.

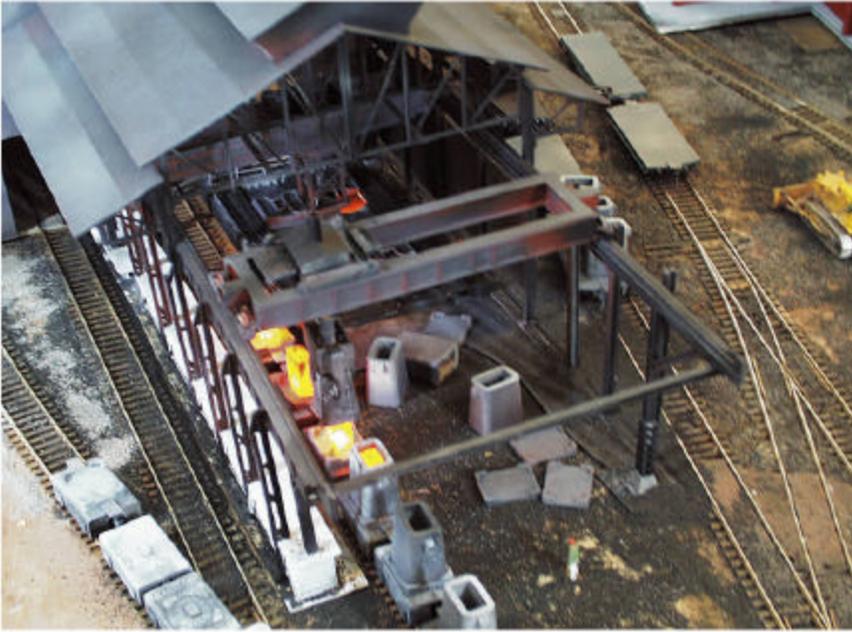
And the other reason is the major change in the club layout. The town of Benezette has been completely removed. Gary Roe suggested it looked like an F5 hurricane or an earthquake measuring 10 on the Richter scale, had totally swallowed Benezette. The site will become a Steel Mill Complex.

Mac Fisher and I have been working on the structures for the site. The Blast Furnace is completed. It will feature a visual effect that will simulate the pouring of a molten metal out of the furnace. Jim Keller has obtained LED lights that will produce the glow. There is also interior lighting as well as lighting on the tramway that is used to dump materials into the top of the blast furnace. Our original rolling mill is also complete but is being changed to become a stripping facility. That is where the heavy molds are lifted off the ingots so they can continue to cool before going to the rolling mill. The electric furnace building is about 90% done and will feature an electric arc representing the process used to turn scrap back into molten steel. There are also lights down the outside of the building. Incidentally we have invested in long lasting 12 volt lights that should average around 10,000 hours of life.

The complex will also feature a large multi-track yard that will have operating capabilities for incoming materials used in the making of steel as well as shipping of finished steel products. Another area of operation will be the slag pit. It features slag cars coming from the blast furnace and outgoing rolling stock that will ship broken slag for several uses.

The next building will be the newest Walthers Rolling Mill which is twice the length of their first model released several years ago. It is also a three track building that has actual models of the rolling process inside. We have purchased some items to go on the rollers that will look like the mill is in operation.

This too will feature lighting effects created originally by Peach Creek Shop in Maryland. I saw their display first at Cincinnati during an NMRA convention. They specialize in Steel Mill products and models and are the only shop that I know that has the HO figures in silver. We hope to be able to duplicate to some extent the pictures below.



This is the picture I took in Ohio. We will get almost the same effect by removing about 1/3 to 1/2 of the roof and extending the rails for the hoist.

It will have two tracks so we can place molds on cars to go back to either the blast furnace or the electric furnace. I have already secured the mold cars and molds and am working with the supplier for the plastic ingots that have lights in them. This project has been a real learning

experience for me since I have had to study what is required for a steel mill complex.

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Here's a reminder that the first of our monthly training sessions on the hobby will be held Friday January 8th at 7:30PM at Good Sam. The subject is how to use a DCC throttle including but not limited to acquiring and dispatching an engine, how to link up two or more engines in multiple units, and running a train with throttle. We will use the DT100, DT300 and DT400 Digitrax throttles.

While future subjects have not been officially set they may include such things as: wiring the layout for DC or DCC, track work, how to make your own turn outs, simple scenery, backdrops, building structures from kits or scratch building, fine tuning engines, keeping your rolling stock rolling, and many more. Remember if you are interested in any of the sessions a signup sheet will be posted in the club room (bulletin board) by the 15th of the preceding month. It would be very much appreciated if you would sign up. If you do not live near but would still like to attend let me know and I will add your name to the list. If there are any other subjects you would like to learn please let me or any of the officers know.

Elk County Railway

The Elk County Railway is the short line that acquired the C&LE sub from Montmorenci to the Montmorenci Y. This operation began in November of 1958 and was completed in the first quarter of 1959. Elk County Ry Does all the switching at Montmorenci and has trackage rights over the C&LE to Portland Mills.

Most of the interchange traffic is left on one of the legs of the wye. The Chesapeake and Lake Erie traffic department says it makes better sense than to send C&LE equipment up to Montmorenci and spend extra time turning engines on the short turntable which limits the size of power sent there.



Elk County Railways new depot at Montmorenci is pictured here in this early evening shot. Superintendent Gary Roe says there is someone on duty throughout the day to sell tickets and handle any LCL shipping.

There is also a small office for the railway and Penn Coal and Coke crews often stop to arrange shipments..

“Of Course it runs” is what Jim Keller is say to Gary. We had our annual holiday get together at the Keller’s. The guys had a good time using Jim’s new Milwaukee layout.



Left : Jack D, Chuck F back to camera, Jim K and Larry S facing camera are enjoying Jim’s layout.

The wives seemed to be having an enjoyable time catching up since the company picnic. And to think they didn’t even need trains to have a good time.

Since there was no open house we scheduled an operating session on Friday night and one on Saturday afternoon. Brian and Eric came down from Burlington along with Harlan Fuller from Bloomington for the Friday night run. And Charlie Burdic joined us along with Victor Croasdale on Saturday.



Mary shot this picture Friday night. It shows the old radio throttles that we used prior to DCC along with Harlan Fuller at left and some white haired old man.

We did have a great time and a big thank you goes to Sharon and Jim for hosting our annual event.

Just to show you what you missed the next picture shows eight different deserts that were

at the carry in dinner.



There were two pies, three cakes, an upside down cake, cookies and a cherry crumble. And we had turkey and ham, shrimp and snacks and more food than we needed. But it was great, no one needed to go away hungry.

The Ultimate Model Railroad

I know there have been times when most of us in this hobby have wished that either we could be shrunk to scale size and ride our trains, even in the dark dank tunnels with scenery hanging down in your face, or the trains could be enlarged enough to ride in them. The weekend of October 16-17 and 18th, yours truly along with Mary, Mac Fisher and Van McCullough got to do just that. We visited the Arborway T. T. and Northwestern Railroad. The railroad is 15" gauge the same as we had on Quinsippi Island. There is one steam engine, several diesel style switcher and road units, a three unit electric shuttle and even a lawn mower motor powered track speeder.



(left) On a chilly Friday afternoon 4-8-4 #801 is on the main just south of the ATT&NW depot. Mac got this picture as the two steam jets come from the air pump. #801 was built by Merrick Locomotive Works in Marshall WI in November 2006. Pistons are 5.5" X 8". The engine and tender weigh 19,110lbs and measure 32'3" long. The tender carries 281 gal of water and 81 gal of fuel oil. (Information in italics is from their website).

The Arborway, T.T. & Northwestern Railroad is

located in South Central Missouri between Steelville and St. James, Missouri. Steelville, the closest town, as well as Woodsvally Farm and the Railroad are located in Crawford County. The railroad is private. For insurance, security and liability reasons it is not open to the general public. An active "Friends of the Railroad" group was started in the latter half of 2006. It consists of those railroad enthusiasts who wish to come out to work, operate and ride on the railroad. (Note Van is one of the group and as a certified Steam engineer is most welcome on the layout. I urge you to check the web site to see maps of the railroad which is really just a big miniature layout in 15" gauge.)

The railroad was begun in the year 2000 by John Woods backed by his mother Tee Tee Woods. The initials T T in the railroads name are for his mother. Unfortunately John Woods had other hobbies including motorcycles which led to his untimely death in 2008. For a while there was fear that the railroad might not be kept operating but legal steps are underway to create a non-profit organization that will continue the railroad on the land it occupies.

Built on hilly terrain west of the Mark Twain National Forest the line falls over 150 feet in about 3 miles of linear distance including a number of cuts and fills, as well as two tunnels on its way down to the Meramec River. There is an abundance of wildlife along with a number of small lakes and ponds. Every year they plant between 10 and 20 thousand small pine trees, as well as hundreds of deciduous trees along the right-of-way and throughout the property.



Van in the cab of #801. Yes the engineer and fireman sit on front of the tender and it is slightly cramped. But it is really a steam railroad and it took three days to get the smile off Van's face.



Friday was cool enough you needed a heavy coat and ear muffs if you had them.

For the most part we rode in open cars. Some had wooden seats while others were upholstered.

If you were short enough you could ride in either the cattle cars or the cabooses where you sat with your head in the cupola.

The care given to the equipment is extraordinary. Each time the rolling stock is put away it is checked and wiped down. The engines are gone

over with a fine tooth comb and all dirt is removed.

The steam engine is polished each morning before it is placed in operation. I've got pictures of that and the care and love for the equipment really shows. Approaches to the tunnels are fully signaled with automatic block signals. If two trains approach a tunnel at nearly the same time, one track is green and other red, when the train having the green board clears the tunnel, the red signal goes to yellow and the engineer must sound his horn or whistle before entering the tunnel.



Note the signals, in addition to colors they are also position type signals to aid the engineer.

This is the first of two tunnels. This one is about 200' long, the other is 800'.

Both were created by forming the tunnels then push fill dirt over the seed and landscaping.



Sunday dawned bright and clear still a little cool but after two cloudy days it was great.

This is the approach to the second tunnel. The 800 foot long Ozark Mountain Tunnel.

In the first car the man nearest to the camera is Van. Mac took a lot of the pictures in this article.

In addition to the Roundhouse there are several other large buildings. The three

track shop and storage building also used for meals. We had a great get together on Saturday with some great videos from last year and the previous day. Everyone is made to feel most welcome..



Inside the roundhouse. It is clean enough to eat off the floor.

F units are in the foreground then the switchers, a guest engine and finally #801.

Two of the three switchers
On the railroad. An SW 1
Is at the left and one
patterned after a Davenport
model is at right. Ask Mary
how small the cabs are.



After almost an hour of
cleaning #801 is backed
onto the armstrong table.
It is so well balanced that
one man can move the
19,110 lbs of 801 with very
little effort.



The entire railroad runs seven miles. It does have a separate section that can be used as a training track for new engineers or those who just once would like to take the throttle of an engine big enough to ride in. On all lines you will find appropriate signals and signs such as whistle post and yard limits. It is a very thoroughly engineered and planned railroad and is a pleasure for anyone who sees it.



Upper left; work shop area located behind the depot and offices. The middle track goes through the workshop and storage building. In case of inclement weather the steam engine and entire train can be pulled inside. **Upper right:** #801 and train on Saturday exiting the first tunnel near the start of the railroad. **Lower left:** The first curve beyond the tunnel on Saturday afternoon. It was still a very chilly day but what fun. **Lower right;** Mac, Van and Mary want to be ready for the first ride Sunday. This is inside the car barn that is long enough to house a full train without uncoupling cars.

If I've gone on a little much about this trip I apologize, but the four of us considered ourselves very lucky to have been invited. I hope to get back there at least once more and maybe we can work out something so some other members can get there too.

Again thanks to Sharon and Jim Keller for hosting our annual winter party.

A couple of weeks back Jim K, Gary R, and Larry S went to Naperville for the annual meeting of the Prototype Modelers group. Gary sent me a website address for great pictures from the meet. It is; <http://www.MrTrains.com> .

Merry Christmas and Happy New Year. Remember Model Railroading is Fun !!