

QSME NEWSLETTER

Quincy Society of Model Engineers Volume 2010 Issue 4 July-Aug

Changes and Updates on Layouts

17 month Until Open House

Is there Hope for #21

Visits and such?

We have not had an official business meeting since May. Luckily there's been nothing we really needed to do from an official stand point. David Fredrick donated a 4' x 8' piece of Masonite. Jim Keller got it cut into two 2' by 8' pieces and painted both sides. Then Jim and Gary Roe installed it as the backdrop behind the new steel mill complex. It will just fit in the far end of the club room. The plan is to attach a photo print of an industrial backdrop. It should look very good when finished.

On the subject of the steel mill Mac and I have taken a few weeks off from construction of the buildings in the complex, however Mac has continued to paint cars and items that will be used to clutter the complex and I am working on finishing the rolling stock. Ed Dietrich has fabricated the turnouts that will be needed in the steel mill and Mac Fisher has them for painting. Two of the more interesting pieces of rolling stock are the 'Lary car' used to charge the coke ovens. It operates across the top of the oven dumping coal into each one. The other is the 'squelch car' used to unload the hot coke from the ovens. We are trying to figure out how to make it an operating unit.

The annual club picnic will be Saturday August 21st. For 18 years Priscilla and Hank have been our hosts, and for that we thank them. As usual the club will furnish soda. Each member and guests should bring chairs along with table service and a covered dish. We'll have bratwurst, hot dogs, and hamburgers. If you wish something stronger than soda you'll have to furnish it yourself. The pool is open as 4:00PM and dinner is to be served at 6:00PM. And of course the historic Central Valley Terminal Railroad, the 40 year old model railroad in its second home, will be open and running. This is one of our better events of the year where we get to enjoy the company of our members and their better halves. Put the date on your calendar now.

Changes and Updates -- #1

We all know what changes are taking place on the Chesapeake and Lake Erie railroad (HO scale,) but there are three model layouts belonging to club members that I feel you need to hear about. First is Jim Keller's Milwaukee Road layout set in 1978. Then we'll look at Chuck Fitch's late 50s and early 60s depiction of the CB&Q plus Northern Pacific and Great Northern railroads.

Finally we'll explain the major changes to Mac Fishers huge HO railroad featuring the steam era of the late 1930s and early 40s from southeast Minnesota to Hannibal MO. Page 1

Jim Keller has laid two additional areas of track on his railroad, the Winona Yard and the Camp Douglas industrial area. Plus he has a solid start on the LaCrosse yard. You may remember from the May-June 2008 Newsletter the story about Jim's storage yard in a separate room between the layout and workshop. It is the yard where you can line up the switches and tracks using your DCC throttle.



With just a couple of exceptions all yard switches are #6s. **At left** is the Winona yard and industrial area. To the right against the backdrop will be a residential section. In the center where the papers are will be a business section of town along with a depot. At the rear will be the imposing Bay State Milling complex which produced Wingold flour. Winona was also the Milwaukee's interchange



with the C&NW RR.

Left; is the famed Sugar Loaf Mountain, (in Minnesota not Brazil) an imposing chunk of solid rock pushed up by unknown forces in the ice age of pre-historic North America. The picture on the backdrop above the yard is an actual photo taken by Jim. In the picture above the rock is hidden behind a curve in the backdrop.

Right; Bay State Milling, one of the more important industries of Winona, is a big user of the Milwaukee Railroad. Jim has plenty of space to model this operation. He already has the tracks in place and can model the buildings on both sides.

In the picture at the top of this page at the rear are four tracks of grain cars. We are looking in the same direction but from the right side of the four tracks. Jim will have room for the storage bins at the right and milling plant at the left. a seven story structure with a most interesting design.



Jim as also finished laying track in the industrial portion of Camp Douglas which is the name of the town. The railroad will service an oil distributor, feed mill, lumber mill, pole yard and a surplus warehouse. *"The Milwaukee Road, officially the Chicago, Milwaukee,*

St. Paul and Pacific Railroad) or MILW, was a class 1 railroad that operated in the Midwest and Northwestern United States from 1847 until its merger into the Soo Line in 1986. (from Wikipedia)”.

It is fortunate that Jim has an almost complete rogue’s gallery of pictures of the areas he is modeling taken in the time period he is modeling,(such as the Bay State Milling photo) so he can very accurately model the region he wants to show. He says that of course there are some places where like the rest of us, he has taken modeler’s license to make changes from the original size, length or

placement of tracks and buildings.



Left; one of three EMD SW1s which displays an indication of the how much effort is being put into this railroad. Jim has been very interested in the Prototype Modelers group and along with Gary Roe he has undertaken whenever he

can, to be as accurate as possible in modeling the prototype. To help explain what these SW1s have to do with Jim’s railroad, the Milwaukee at LaCrosse purchased a short line known as the Iowa Minnesota and Dakota or IMD. It had some of the poorest track anywhere. For example in 1978 it still had 40lb or even lighter rail.

Besides requiring an extensive slow order track train weight was definitely limited. No GP7s or 9s or GP20s or GP30s could be used. That meant lighter weight engines stretched over some length, which also limited the types of engines. Which meant using some type of switch engine. The MILW settled for a half dozen SW1s. They apparently were purchased used and the railroad got a conglomeration of units. Not all the engines had the same exhaust stack. They had different bells, the 864 had a small silver bell while the 862 had a larger silver colored bell, and the 863 had a large black steam bell.

The one thing they all had in common was they were the only SW1s to be equipped with MU connections. The railroad would send out trains with 3, 4, or even five switchers on the head end. Another thing that was strange was that since these units operated in the cold north of Minnesota and Dakota they normally would have been equipped with all weather windows. But Jim says in some cases they had none, or two or even just one.

If you look closely at the above picture and the two on the next page you may think Jim made a mistake with the decals, but that’s not the case. On the prototypes the Milwaukee workers actually placed of the 8s on backwards on two of the engines. Whether it was accidental or intentional I have no idea and I’m not sure if Jim could answer that question. I have seen very few cars where letters or numbers were placed on backwards, but it does occasionally happen. Even in model railroading I have not only seen incorrect placements but have put them on backwards myself.



Left; SW1 #862. EMD built 661 of the engines between December 1938 and November of 1963. They had 567 and later 567A two stroke V-6 diesel prime movers. Each one produced 600 horsepower.

On number 863 they got the 8 on the right way. Notice the black bell and the all-weather widow on this one.



The Milwaukee listed 25 SW1s on their roster.

By comparison the CB&Q only had 20.

Note: All switcher pictures have been altered in size and are not the correct dimensions.

The Milwaukee bought the original RR. The junction switch was on the Minnesota side, just south of LaCrescent. So the train traveled from LaCrosse across the river to LaCrescent and then went south a mile or so to the IM&D switch which then took the train west up over the bluffs into Southern Minnesota. During operating sessions the train will go over the bridge at LaCrosse, take the left side of the wye to LaCrescent then go into a hidden track until the next session.

Our second update is on the railroad underway in the basement of Chuck Fitch's home in Quincy. Chuck has picked the time period of the late 50s and early 60s for his layout. It will feature the Chicago Burlington and Quincy railroad with connections to Northern Pacific and Great Northern. He is not intending to model any particular location and is more interested in operation than scenery so we'll probably see all the track first then he will begin adding buildings and some scenery.

Chuck has been a member of QSME since its early days and has always wanted to build a layout, but for too many years he was up to his ears at work managing the SIU medical clinic in Quincy. When he retired the railroad's construction began. He has one bit of real luck or planning. His house is on property which slants down to a pond and allows an outside entrance to the basement, so no messy cutting of Homasote in the house.



With the walls painted blue and some clouds on the backdrop Chuck's layout will feature two yards with limited tracks in each one. The left back wall is 21 feet long and the base of the 'L' to the right is 17 feet. At the right side is a 5'2" by 7'2" and the island to the left is 11' from the wall and measures 7' by 4 1/2'.



Left; This is the main yard with 5 tracks, one through track and a passenger siding by the depot. The engine facility will be in the background where the throttle sits. The yard has a double lead for run-a-round and includes a make-up track. At the near side will be a caboose track plus whatever else Chuck decides he needs. On the back wall (at the right in the top picture) the main track will begin a slight incline

which will continue on the right island and then loop back over the lower track which will be hidden but accessible, possibly under a road. Continuing along the left side the track will be lowered to bench level on the left island and line up with the track leading to the main yard and depot. The space in front of the rear wall will feature a 20" by 10' industrial area with a number of switching choices. Chuck has worked steadily since his retirement, however like Mac Fisher the summer is devoted to chasing a little white ball around a golf course. So don't expect a lot of changes until the summer ends.

Number 3 - Mac Fisher makes some Interesting Changes

Anyone who has ever operated on Mac Fisher's model railroad in Hannibal knows what a great pleasure and challenge it has been. But I really think the changes he plans will make for an even more challenging operation. It required his sons to help him remove a full size pool table from the basement, which was a job in itself. The biggest change will be that the railroad is no longer operated as a continuous loop. Instead it will become a point to point railroad connecting southeastern Minnesota with northeastern Missouri and specifically the Hannibal environs. It will also be possible to operate as an 'out-and-back' railroad.

Those of you who have operated or watched Mac's railroad must understand that none of the changes will affect the left half of the layout. (Left as in left of the stairs from the first floor). As you entered the right side of the basement Mac had placed the three modules he created for the Hannibal Riverfront along the wall that separates the stairs from the basement rooms. In order to attach the main line to Hannibal, he made a jog in the track to the left curving to the riverfront. Operating those modules you actually stood where the mighty Mississippi would be.

The next step will be to pull the modules away from the wall a distance of between 18 and 24 inches. They will then be lowered slightly to bench top level and slid to the left (facing from the river) a distance of around 48 inches. Once that is accomplished you'll be able to operate from behind the modules.



Left; these are the three modules as they are now against the wall. The building at the right is the Hannibal Storage Company. It was scratchbuilt from photos and features over 100 windows. At

the far left is the curve leading to the main line.

Now comes the third change about four inches or so below the flat top of the modules will be a huge train storage operation. It will feature five 18 foot storage tracks plus one for run around. The storage yard can be accessed from either end. And both the Hannibal riverfront and the storage yard will have access to a new yard. The trains will be stored without motive power, which you understand will be all steam since Mac has chosen the period of the late 1930s and early 40s for his railroad. The storage without locomotives means a hostler will be required to place engines and cabooses on the trains as needed.

To accomplish this Mac will install track from the right end of the Hannibal modules and the storage tracks in a large arc that will loop back around into an even larger classification yard-

complete with engine facilities including sand, coal, water, ash dump under two tracks, a nine stall roundhouse (six of them indoors) and an indexing turntable plus full repair facilities, a caboose track, a track for a wreck train, and other assorted ancillary tracks.

I'm sorry Mac does not have a plan reduced sufficiently to put it in the newsletter. Just take my word for it that the plans are very complete. This new yard will be the south end of the railroad in northeastern Missouri. The other end will be the current yard which is the top level above his current storage yard. That will be in southern Minnesota. If you recall there is currently a track which loops behind the Roundhouse and turntable and becomes an upper level track which descends downhill to make the continuous loop. That track will be removed.

The one other change will be the addition of the CB&Q as one of the main railroads on the layout. There will also still be the Great Northern and the Bluff City Northern and the Hannibal Connecting railroad.

Mac's plan is for the railroad to run south from Minnesota through eastern Iowa, down through Iowa City, Burlington, Fort Madison and Keokuk, into northeast Missouri.

When finished the layout will feature three operating classification and train make-up yards requiring a minimum of three yard masters but more than likely at least two of the yards will require two operators. One of those positions could be for a hostler in the new yard.

Mac is planning the additions so that all of the switches will be hand throws. Nothing will be too deep that it can't be reached. There may be a couple of on-line industries which will require electro-magnetic uncouplers. Mac has figured the new additions will require about 55 feet of new bench work. He has not even begun to figure out the new track and switches required.

Once the golf season is finished expect Mac to begin in earnest to build the bench work and lay track. By this time next year we could expect to see a pretty solid start on the changes. Of course the nice thing is that the railroad will still be operational which the construction is under way.

I know there is no open house this November, but just a reminder that the next open house is only 16 months away. I really would like to see the club room cleaned up before then. Also the last operating session we had a difficult time with some dirty track.

Still Hope for Old #21

The Burlington Junction Railway's Alco C415 switcher #21 is sitting on a track behind the ADM Plant in Quincy. The engine is about 200 yards north of Chestnut Street between 28th and 30th. David Fredrick tells us the old engine blew a main generator. I expected I was going to have to say it was at the end of its useful life, because the thought at first was it would be stripped of any good parts, but now David says there are some GE generators available that could fit 21.

*The **ALCO Century 415** was a diesel locomotive of B-B wheel arrangement produced by the American Locomotive Company (ALCO) as part of their Century Series of locomotives. It was a large switcher or small road switcher equipped with a raised cab mounted slightly off-center, with a lower, narrower hood on either side. The longer one contained the diesel engine, a 1500 hp (1.1 MW) eight-cylinder turbocharged Alco 251-F, while the shorter contained auxiliaries. (Wikipedia)*

The C415 could be ordered with three different cab heights; a low one for minimum clearances, a regular height cab, and an extra-height one for maximum visibility. BJRY #21 has maximum visibility.



Left; #21 was built back in the late 60s, one of 26 that were produced by ALCO. There are 8 left, with 3 of them belonging to BJRY. #21 was original property of SP. BJRY bought it from North Freedom. The original Demo model is in Australia.

More Full Size News

On July 1st 2010 Union Pacific put Springfield's Ridgely interlocking under the control of dispatchers in Omaha, Neb., marking the end of operations for what had been until early May the nation's last mechanically operated interlocking plant. Control switched to Omaha at 8 a.m. that day, and Ridgely's final operator went off duty for the last time at 12:01 a.m.

Ridgely Tower is located in Springfield, Ill., where UP's former Gulf, Mobile & Ohio main line between Chicago and St. Louis crosses short line Illinois & Midland. Beside freight traffic, the UP route hosts Amtrak's Chicago-St. Louis Lincoln Service trains and the long-distance Texas Eagle.

In a once-in-a-lifetime honor, a railroad signal in downtown Hannibal is now known by the name of a longtime railroad employee. The Norfolk Southern and Burlington Northern railroad control signal, long known as BNSF Connection, was dedicated as W F Swan Connection in a riverfront ceremony Wednesday morning. The crossing's new namesake, Fred Swan, died suddenly in March at 61 after more than 40 years as the Hannibal railroad bridge operator for Norfolk Southern. Railroad officials said it is extremely rare, perhaps even unprecedented, for a signal to be named after an employee. "Fred was like a rock along this river," reliable and professional, said Bob Wright, division engineer for Norfolk Southern's Illinois Division. "Fred always had a cup of coffee and a kind word and could always put a smile on your face".

I had the pleasure of talking with Fred several times during the change-over to the new bridge. He was always pleasant and happy to give any information I asked about. It is true that good people do receive the honors they deserve.

Since the use of engines equipped with sound is becoming an interesting part of model railroading, I wanted an answer as to when the bell should be used on engines. To get the facts I wrote to Jim Hediger who edits a column answering such question in Kalmbach's *Trains Magazine*. Below is his answer.

Bob:

Railroad operating rules require an engineer to activate the bell to warn anyone close to the locomotive that it's about to move. The engine bell must also be activated whenever the moving train is approaching and passing over public grade crossings, through a tunnel, or when it's approaching any location where passengers, workers, or anyone else is seen near the track. The bell is also rung at meets and anytime one train is passing another train, or cars standing on an adjacent track, as a warning to anyone who may step out from behind the standing equipment. The bell is also used (with a reduction in speed) as an emergency warning device in case of a whistle failure.

Regards,

signed Jim Hediger Senior Editor Trains Magazine

This clears up a couple of points based on my experience riding switch engines in the 1940s on the B&O at North Vernon IN. Whenever we would enter a track between rows of cars the engineer would turn on the bell. I guess I just thought it was on all the time in that yard.



Left; BL2 \$54 still on the Stourbridge Line in Pennsylvania. Thanks to Jeff Heine for this photo. 56' long over the couplers, the 1000HP units began their careers in 1948. Most served as road units but the Monon used one at Bloomington IN to switch the yard. I saw it there during my two years at Indiana University. They were hard to see out of but I always like them. One survives in C&LE livery.

Next Newsletter will update what is being done on the C&LE plus a look at some pictures from the NRHS and NMRA national conventions. Jeff attended the NRHS gathering in Scranton PA and Mac, Al, David Irick, and Lou Arnold are going to the 75th annual NMRA convention in Milwaukee.

Don't Forget the annual picnic and good time party at the Murray Estate on Saturday August 21st beginning at 4:00PM. Bring a covered dish, table service, and chairs. **Model Railroading is Fun!**