

# QSME NEWSLETTER

QUINCY SOCIETY OF MODEL ENGINEERS Volume 2010 issue 2 Mar-Apr

## Elections Next Month

### What A Change!

### Chesapeake & Lake Erie Being Filmed

### A short Editorial

Out of the March business meeting came the reminder of our annual election of officers. Up for election at the April meeting are the offices of President, Secretary and Treasurer. A slate of nominees was presented. Submitted for President is Jim Keller. It would be his second year and the constitution allows officers to serve in the same office a maximum of two years in a row. Larry Stoll has served two years as treasurer so he has volunteered to switch places with his wife and run for secretary. Barb Stoll has agreed to run for treasurer. Also seeking the spot as secretary is Jeff Heine who served in the office once before. Nominations will remain open until the election of officers at the April 1<sup>st</sup> business meeting.

Also out of the business meeting was a decision to purchase for the club what is known as a 'top side creeper'. This is a common piece of equipment in the automotive repair industry where it is difficult to reach onto the top of an engine. The club needs it to gain a reach into some of the more difficult areas, and in particular the steel mill complex under construction. It is also difficult to reach the backdrops behind much of the scenery. The unit will cost a little over \$200.00.

There will not be a model railroad class in April since the first Friday is also Good Friday. Instead we will have a class in May on the making of trees. There will as usual be a sign up sheet in the club room. A second sheet on the bulletin board will give space for suggestions for classes, things you would like to learn. Remember this was your idea an as we have said several times, if no one signs up there won't be a class. We also want to know what you are really interested in. We can do a class on just about any aspect of the hobby. You'd be amazed at the expertise among our members. So sign up and make suggestions.

The operations committee announced that due to small numbers of members turning out for operating sessions, the afternoon westbound coal drag and eastbound empties run have temporarily been annulled (cancelled from schedule). And please note that just because the work underway for the steel mill complex has eliminated the work at Benetze, don't think that is a reduction in operation schedules. For example once the complex is finished the coke manufacturing facility will be located at the Keating passenger car yard and that yard will be located elsewhere. Since the first stop on westbound coal drag will be at Keating, the traffic committee has already made that part of the current operating schedule. The only affected train would be the iron ore train from Ashtabula docks to the Mill and the empties return to the dock.

One more note concerning the steel mill. We currently have sufficient rolling stock for the complex. We also have all the buildings that are needed along with piping and scenery materials. The only things still needed are HO scale workers and they are being painted. At this point unless otherwise notified do not make any purchases for the steel mill complex.

I hope you all enjoyed the special issue in February on the 40<sup>th</sup> anniversary of the Central Valley Terminal Railway. Great thanks to Hank Murray for providing the information and most of the photos. At the business meeting the club also approved a new 'tri-fold' hand out on the QSME. We have been discussing the need for a new simplified hand out to give people who seem interested in our group. I should have some at the club room by March 15<sup>th</sup>. We are only printing 100 at first so these are not to be handed out at open house or to just anyone. You know when someone really seems interested. These can help provide club and contact information without having to give out the multi-page new member booklet.



One of Alco's finer moments is parked in the Montmorenci yard just north of the depot. Elk County Railway's #147 is the railroads only motive power. CEO Gary Roe says the RS1 was first introduced in 1941 and lasted on the ALCO catalog until 1963; however none were built after 1957. The RS1 seen here is a 1000 horsepower model that provides excellent visibility for the engineer and enough power to handle the switching work required by the short line. A six-wheel version was introduced in 1946 and provided 1500 HP.

We had a report on the engine's progress to the C&LE and subsequently to Montmorenci in the January-February Newsletter. The Penn Coal and Coke is also getting a total of five new narrow gauge coal cars. The first one arrived in November of 2009. It will however be a while before the other four arrive at Montmorenci. Let me explain. Gary said the new cars would arrive via a special flat car one every two weeks. I thought great we'll have them all by March or April of 2010. Wrong! Gary meant that they would arrive every two weeks of operating time. Okay seeing that it takes about two operating sessions for a full day to pass and we have an average of three such sessions per month, it should be sometime in May 2010 that we get the next new narrow gauge coal car.

Gary also submitted a note to the traffic department after learning late last year that at least a portion of Lake Erie Franklin and Clarion (an active railroad in northwest PA) is being abandoned. Gary's Question to Hank was "when will this affect the operation of the Chesapeake and Lake Erie RR".

Hank took the speed with which we operate (one full day per two sessions) into account and told Gary not to worry. We would all be dead and long gone and even the Good Samaritan Home would be nothing but dust and model railroads will be something people play in their head or on their ear computer or something like that. I thought I had saved Hank's e-mail, but I can't find it. So the best I can remember is that the abandonment of the LEF&C would not affect our railroad for several centuries.

For those of you who wanted newer diesels on the layout I think we'll have to decide on some plan to speed up the operation before we get to new rolling stock.

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## **What a Change in Over 20 Years**

Over 20 years ago the Quincy Society of Model Engineers made a short video titled "Extra 5093 West". It was far from fancy but it did have sound and was shot by one of the best photographers we had at WGEM. Jim Lawrence is now the number two guy at Channel 10 where I spent 45 years. I have searched for that video for several years. We originally had some extra copies at the club room, but the only one left is Beta and try to find a Beta player in this day and age.

Finally Gary Roe remembered he had a copy sent him by Gene Semon. He got it to me and I tried grabbing pictures from the TV screen. If you've ever tried that just forget it. There's a correct term for why it won't work (which I don't know) but in simple terms you end up with hash marks all across the picture. So again Jim Lawrence came to my rescue and they still have  $\frac{3}{4}$  inch VHS tape players hooked to a computer and he made me a DVD copy. You are going to be welcome to borrow it to look at but I want this one back so it can be saved for our archives.

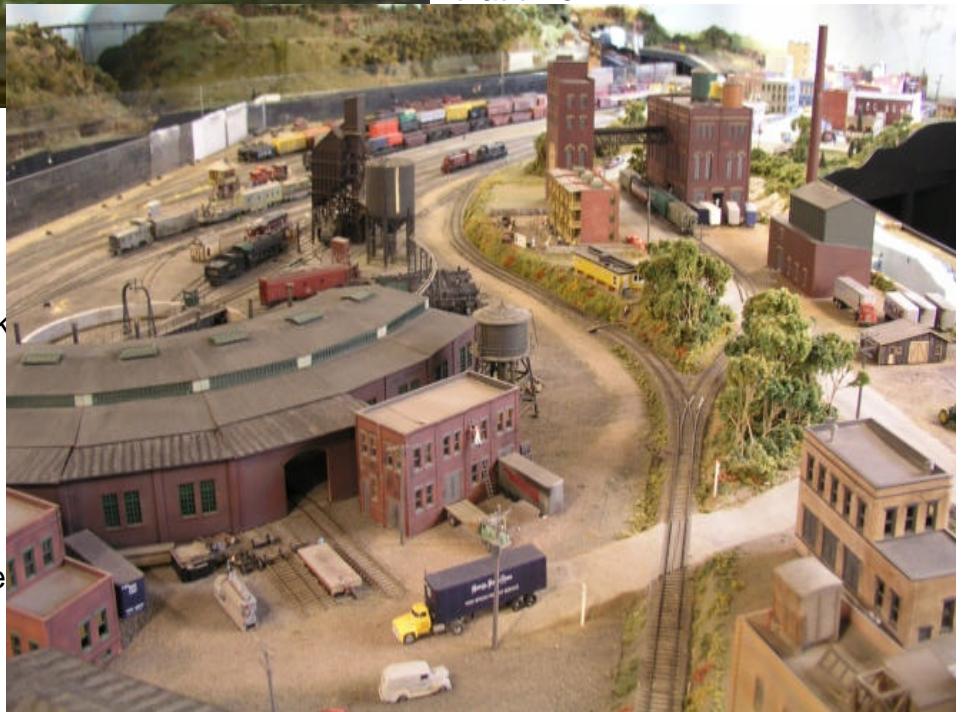


Here is the frame that begins the video. The scene is at Benezette. Jim Keller and I determined the video was produced in about 1983. The only things in the picture that were the same as when we tore down Benezette for the steel mill, are the yellow LCL freight house in the background and the small watchman's shanty in the foreground. The station platform was the same but the station was replaced by a scratch built two story unit that matched the original building plans selected by Jerry Kemner.

What I am trying to do in the next few pages is match the 1983 scenes with present day. Page 3



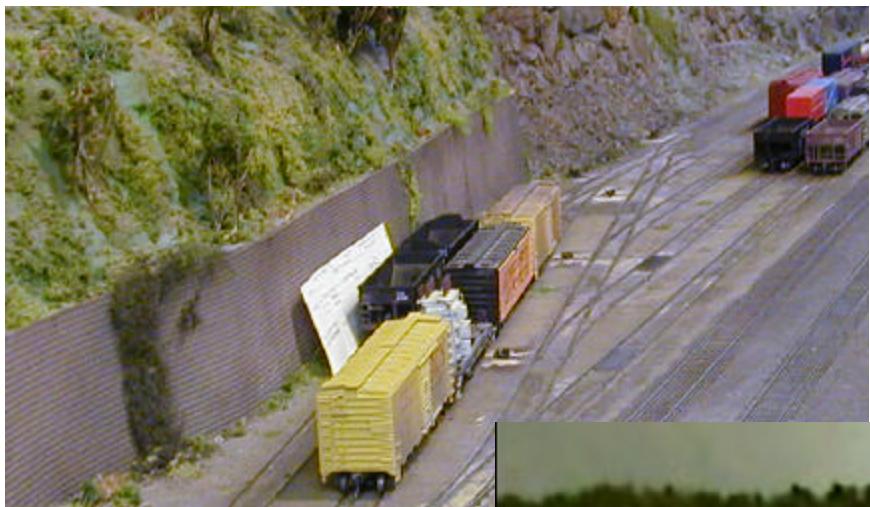
This is Keating in 1983. The buildings were placed there just for the video. Notice at the far right with the white triangle is a long work bench. It now is Ashtabula and Harrisburg yard plus North Umberland's coal mine. Pictured are Larry White, Terry Wensing and Bill Chezem all members at that time



This Fred Stephan photo shows the detailed differences between then and now. Dave Irick built the round house. The entire track work and turntable pit is the great job of George Effrein. The big water tank & apartments were from Don Meyer, and here and there the rest of us contributed to the over all effect. Interestingly much of the Johnsonburg hill was already in place when the video was shot.



One of the areas that were fairly complete in 1983 was the Portland Mills Yard. Part of the reason was the use of styrene walls along the area to the rear of this switcher. This is also a yard built without ties. That is something you seldom see in today's modeling.



I realize there is quite a difference between the old video tape and the quality of today's digital still pictures, but this is P M yard on March 26<sup>th</sup> 2010. Some of the vines are the same but we have added greens along the base of the wall and to the rocks at the right. The old wall is still the same and still shows the joints where the pieces were put together.

At right Bill Chezem and an unidentified yard master at P M. As I pointed out before P M was the most advanced of the scenery on the C&LE. Looking at this DVD I Realize how much better the operation is with DCC. Close ups of cars being coupled show the lack of control. The conductor did not have a cup of coffee without it being spilled.



At Left; Rick Winfield, Bill Chezem, and Jim Greene. Rick was acting yard master at Keating when we took the original tape. Look at the right side of the picture. No Driftwood, No Effrein Bridge, and no scenery. It took a lot of years to get where we are today with the cooperative effort of a lot of good members.

Some of the old ones are still around but few of them are still with the club. Maybe we need to hold a home-coming to show some of

them what we've accomplished. Just a thought but not that bad a thought. Much of what they contributed is still on the layout. Jim Greene's bridge and farm fields are still at Glen Hazel and Rick's bridge at Johnsonburg still is not painted. The Chezem mines are still at Kelly Pines. Page 5



Here's a great example of the difference the years have made in a scene. Compare it to the preceding picture. Notice the scenery, the trees both pines and deciduous ones. The track is ballasted and George's bridge is completed.

The Plasticville wood yard is only temporary and the work train doesn't normally occupy the nearest track, but there are some things that are happening temporarily until the steel mill complex is finished.



At left is Jim Green at the throttle, then a very young Dave Scharnhorst, and at the rear is Leonard Singer. This is the Montmorenci Yard which is one of the more really changed scenes on the C&LE due to two reasons. We changed the original concept from a logging town to coal town. Then the "great flood" wiped a lot of buildings. Now it is a combined coal and coke town and is served by a short line as well Penn Coal and Coke narrow gauge.



On the preceding page is a fairly good picture of the industrial area as well as the yard at Montmorenci. The building nearest the camera is the new Montmorenci food company warehouse. At the rear is another new industry that is a result of the growth spurt after the discharge flood. Don't ask what the discharge was from. The large white circular structure in the center is not storage for grain. The entire yard was re-laid after the video tape was made with both standard and narrow gauge track as well a couple of section of dual gauge. The Portland Mills Industrial area looked like this in the video.

We had not done a lot with the area at that time. In the middle years of the 90s the area grew to include an oil yard, and power plant using coal, and a warehouse for farm products.



The future Portland Mills industrial area will be called the Jerry Kemner Industrial Center in honor of the man who designed the entire C&LE railroad including selection of plans for many of the buildings. There is also a plaque on the edge of the layout at the Keating Engine Facility honoring Jerry for all he did for the club.

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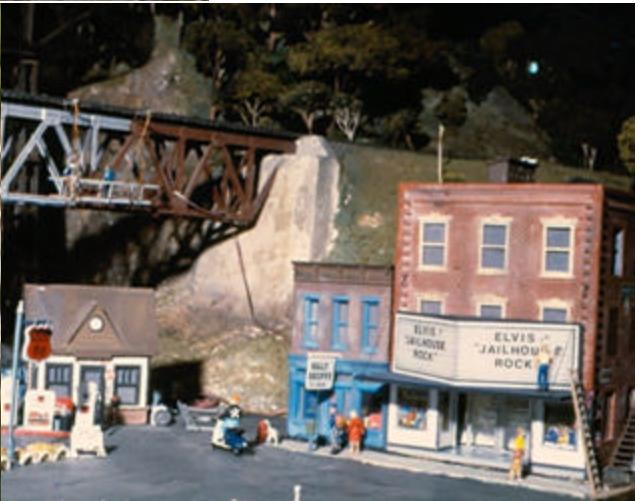
Preceding page the narrow gauge coal transfer patterned after the one on the East Broad Top narrow gauge in Pennsylvania. This one was made with just aid of a picture of the EBT transfer.



I know it is hard to figure out just where this is, but the area in the rear is now the passenger yard, soon to become the location of a coke plant. The train is on a track leading to Sterling Run. I apologize for the dark picture but there was just so much that could be done in the transfer to DVD.



At left is the same area pictured on March 26<sup>th</sup>. The passenger cars have been moved off the layout and coal cars are being left in the area where the coke plant will operate. This is being done to acquaint operators with the traffic flow planned after the Steel mill opens.



This is the last of the shots from Extra 5093 West. I do have the DVD and Jim says he can make a couple of copies so you'll get a chance to see it if you haven't. My thanks to everyone who helped in the making of the original video. You may have noticed we used pieces of the blue back drop to hide some of the unfinished areas. The late George Stephenson spent the better part of a week each evening editing the tape into a somewhat sensible story.

## Editorial

During a recent operating session Hank and Jim got the clean up bug. Hank started looking at all the stuff stashed behind the dispatcher's chair. He began to dig into it and discovered items we didn't know were there. Among the items Jim uncovered was a treasure, at least it was to me, my beloved BL-2. The engine came home with me along with an old 45 tonner that had been at Benezette.

Their discoveries made me wonder how much else is stored under the railroad, some usable, some not. We could throw it away, give it to those who might use it, or even put some items on E-Bay or with Van to swap meets. It's not that we need the money but why let 'stuff' simply take up space as dust catchers and be in our way when work has to be done under the layout

Here's another thought. On the layout we have a lot of small unfinished projects. I have two myself so I'm as much at fault as anyone else. For example we have a lot of buildings on the layout without foundations. Many are not on flat ground so there is an opening under the bottom board that looks really stupid. It wouldn't take 60 minutes to form up a base for them, pour some plaster, smooth it off and let it dry. Then the buildings would be level and have a foundation. Or we could do what Gary Roe is doing at Montmorenci and bring gravel up to the edge of building. I also have a great number of vegetation clumps (grass or bushes) that could hide building edges.



same Friday night that classes are held.

By the time you get this we will have elected new officers. We thank those who served in the past and wish well to whoever takes over. I hope that one of our ambitions will be to increase our membership. We are trying to get club openings listed in the major hobby publications, but one of the best ways is word of mouth. Don't hesitate to ask an acquaintance to come down and see what we've accomplished. This past winter we've noticed a decided lack of people at operation nights.

And if you have suggestions about anything don't hesitate to make them known to the officers or at the business meetings. After all this is your club it operates for you and with you. The hobby can always use new members, new people interested and we would still like to see more female members.