

QSME NEWSLETTER

Quincy Society of Model Engineers Volume 2011 Issue 1 Jan-Feb

Club News and Events

Burlington Open House

Museum Show

First my apologies for being late with our first issue of the QSME newsletter for the year 2011. I hope this will not set a pattern for the year. I have experienced a really bad back problem that began in November and got progressively worse. It got to the point where I could not even sit at the computer. Thankfully a specialist in Columbia MO. determined I cannot have an operation due to my heart, but he gave me a strong epidural shot that has helped immensely, and I am able to work on the newsletter. So here we go.

We are back to holding training sessions on the Friday evening following business meetings. The first one was conducted by Mac Fisher and the subject was laying and ballasting HO scale flex track. There were ten members present and although I was not there I was told it was terrific. I am relatively sure Mac might repeat the class for those who missed it if there is enough interest. We might also get Mac to show us how he, Al and Ed make the fantastic turn outs that can be created using the system that uses a form that creates the turn-outs.

I plan to conduct one session on weathering, rolling stock including trucks and wheels without using an air brush and a separate class will be on weathering and detailing structures. Possibly a third will be on detailing yards, siding and track. I plan to hold the first one on the Friday following the March business meeting. Also we may be able to talk Jim Keller and Mac into holding a class on weathering with an air brush.

We will have an open house this year sometime in November. I guarrahntee we will be done with the steel mill complex by late summer or very early fall which will mean making some definite plans and a lot of cleaning up. I do not know if we will have Dave Scharnhorst's layout in the big room so we may have to think of something else to take part of that room. I have two suggestions. One could be to invite the company from Pike County Mo. that builds wooden trains for youngsters. And the other could be to ask the Burlington Club if they have anything that they could display. Of course we're counting on Jeff to display G scale trains. There is also the possibility that since we should be able to make plans early enough, we might be able to also coordinate with the Springfield NRHS chapter so we don't hit the same weekend and invite them to put up a display.

A reminder we will have election of officers this spring. A slate of officers will be proposed by the current officers at the March business meeting, with nominations remaining open until the April business meeting. If you are interested in holding an office please contact Jim Keller.

At the January business meeting (which I did not attend due to the above mentioned back troubles) I was told those who attended had an interested discussion about the club and some of our problems.

Jim K. brought up the problem that so few members take part in working on the layout. Both Ed. D. and Gary R. agreed. So do I but I think I can relate to the problem. I remember when I first decided to get involved in a project. Agreed, I probably bit off more than I should have. The area involved was the creation of the town of Johnsonville, which included the town itself, the theatre, and a store selling ice cream and soda, the railroad crossing, a gas station, the railroad depot for both passengers and less than car load freight, a siding for at least one car with an area for unloading the LCL. In addition there was the hillside above the town and the farther it went the farther I got involved.

Actually I don't remember how much I had to create, as I recall the lift-out section was already created, but then I had to build to the left from Johnsonburg. And create the hill reaching up all the way to the narrow gauge. Then I started building the scenery that went along the standard gauge and narrow gauge. The coal transfer for narrow gauge to standard gauge is based on the transfer building created belonging to East Broad Top. All I had to go by was a picture of the EBT transfer. The building does have light bulbs, although they no longer work. When I built that structure they did not have 10,000 hour light bulbs which are now available (all the bulbs in the steel mill complex are 12 volt 10- or 15-thousand hour bulbs).

Actually one of the good things was that I got a lot of positive comment as it was being built. The area also included the creation of a river coming into the scene and going down river toward Portland Mills. If you look closely you will find some bent rails from an original alignment of the track to Johnsonburg. The story is that a flood tore out the original rails to Portland Mills. Eventually I ended up building the yard at Montmorenci along with the original town which was wiped out in the flood caused by an actual flood involving a flush of a bathroom on the first flood of the Good Samaritan Home. Everyone was warned not to use their bathrooms, however someone simply forgot.

There are no projects this large currently on the docket for the layout, but the area under Benezette is close to it. I learned as I worked on the Johnsonburg and adjoining areas. I had not done anything that large before, in fact I hadn't even got close to that much work. Jim will tell you my first

layout was rather poor. This photo is a Polaroid taken in the late 1970s. It actually looks better than it was since the night lighting tends to give it a softer and somewhat nicer appearance, but believe me it was a poor first attempt.



My first real track laying was the yard at Montmorenci. I did the narrow gauge first. It was somewhat crooked and actually didn't look too bad for a narrow gauge. However George Stephenson came in and said it was awful that yards should be straight and smooth so I took it all out and relayed it. Then I caught the devil from Jim and several others who said an old narrow gauge yard should be uneven with both vertical and lateral movement. That's when I learned you can't please everyone.

What I'm getting at is just try to do your best. Take your time and if you are happy with the project then walk away from it and don't ask any ones opinion on it. We are holding clinics to try and bring up skills among all members. If you start a project, finish it. If you think you are in over your head then ask for a little help. One of the things that lead to unhappiness among members is

unfinished projects. I finally stepped in and at least partially finished the work at Clintonville. I would however liked to install a platform between the two tracks, and some overhead lighting like Jim has installed in the yard at Youngstown.

One member said he'd be willing to come down on Thursday if someone was there to show him how or what to do with projects. Okay I volunteer, but I won't do the whole project, I'll just get it started with whoever wants to do the work.

There was a comment that Friday night is when people (families) go out to dinner and that means there are less people going to operating night. Do we need to take a vote on changing operating night? It's been that way since 1974, but that doesn't mean it can't change.

One comment was that it seemed like a little black cloud is over the person's head on operating night. That it takes time to acquire a train, and then when you get cleared onto the main line you end up waiting for another train to clear ahead of you. Years ago we kept our horses at a farm northeast of town along the BNSF Galesburg main. It seemed that most of the time I would find a crew waiting on the siding for another train so they could get clearance. I once road my horse up along the engineers side of an eastbound freight and asked how much time they spent in the siding. The answer was about a third of their shift is spent waiting for clearance. It's fairly rare that they would pull out of the yard and get clearance all the way to their destination. It was especially true if you were a lower class train. Remember we have three classes of trains on the C&LE and few of those are first class.

Another comment was that work sessions are really not conducive to getting work done since there are too many people and they get in the other peoples way. That may be true but it's still the best way to try to get something started.

Basically it gets down to are you comfortable working by yourself and do you feel that you have the ability to work by yourself. I'll never forget the night I brought the Benezette two story station to the club and set it on the layout. I had built exactly from plans as specified by Jerry Kemner. One member looked at it and said the people who live in the second story must be pretty short. I said it was built exactly to scale from plans. Later I saw him take a scale ruler and measure the second story. He walked away shaking his head and never made another comment.

The answer is if you are sure in what you are doing and if the project follows scale and the plans for the project, then you can be sure it's right and you can be proud of what you've done. Other comments include one about the person being able to come to club on Thursday night if there was someone who would be there to show him what to do. That's not a bad idea if we could get at least a couple of people to work on projects so it would be more than one on one. Another comment was from a member who indicated he didn't want to work on something unless it was acceptable. How do we know it's acceptable until we see what we can do? In all our years, I only remember two cases where the work wasn't acceptable.

There's also a project waiting to be done at Glen Hazel. We moved the Benezette station there and it needs to be set in a base for the station then work a hillside with two sets of steps up from the tracks to the station. It should take about 4 evenings and I would be happy to show someone just how easy the project would be. Of course another big project is finishing the open tracks below the steel mill complex.

Look gang, the only way to get into a project is to dig in and start it. I am willing to give anybody some help getting started so is Jim, Mac, Barb and Gary Roe, but not on an operating night.

I mentioned this earlier could we hear some opinions at a business meeting, if you would like another night, let's hear from you. Let us know how you feel. Tell us if a different night would suit you better so we can bring it up at a business meeting. Thanks for your interest. The summary is: step in, try a project and see what you can do. We all started somewhere and we learned something. No one is perfect in the beginning but you can't learn if you don't try.

Burlington's Open House

Although we did not hold an open house, our good friends at Burlington (actually east Burlington) did hold theirs the day after Thanksgiving and through Sunday. If you have never attended the open house you have missed something really good. They have trains and track running everywhere in the building they own about five mile east of the Mississippi river. From just above the floor to the ceiling trains operate and I mean long trains, fifty car trains with multiple engines. They have the latest model diesels and some steam trains too. Here are several photos taken on our trip.



On the previous page at the top are Genesis HO SD70Ace locomotives in attractive Southern Pacific and yes that's a Green Machine steam engine in the background, and to the right is the gorgeous Katy unit with its tiger striping plus a couple of others.

Below is what I termed the big chocolate cake, I even asked when they were going to cut it. Actually Brian said some members have decided foam bases need to be painted and they had an excess amount of brown paint. The lower level will be the town of Monmouth; IL At the rear is the beginning of the rock cover for the second helix. At the top will be a logging camp which will also feature a small yard to the left of the huge Ruby Dell Bridge. (Pictures of it were in last January's newsletter) The yard will also store cars for a grain elevator at the northwest corner of the room on the top level.

Christmas Displays

With great thanks to Gary Roe, Chuck Fitch, Hank Murray, and Mary Turek we set up displays in the Quincy Museum at 16th and Maine for their Christmas display. It was entitled things children want for Christmas and those things were toy trains and dolls. I had enough railroad type ornaments to fill a Christmas tree in the downstairs front parlor. Underneath we had a G scale train running. It was set up with a foot controlled switch so that it only ran when staff and volunteers escorted visitors around the displays. In a front small room Hank set up a shortened version of the large scale train he has operating at our open houses. Also on the first floor in a separate room Chuck set a non-operating display of an O gauge Mickey Mouse train.

On the second floor Henry also had a display behind glass that featured #1 scale and O-27 plus some ancient engines and cars. In the middle of the same room under glass, Chuck displayed HO Chicago Burlington and Quincy trains along with some CB&Q memorabilia. And separately Gary Roe displayed both HO and N scale Wabash trains and cars. Following are some pictures I took.

Chuck's HO scale Mickey Mouse Trains



Hank's O scale shortened Lionel operational train.



As at our open house the O gauge display by Hank can be operated by children or adults and the volunteers at the museum said the operations were more by adults than children. This really didn't take much work on our part except for Jim Keller and I'll explain on the next page



On the previous page at the bottom are Chuck's CB&Q trains and Q memorabilia.

To the left is a complete display of Hank's O-27,O, #1 gauge, also several of Don Meyers HO gauge engines and cars. In the upper left hand corner is a wooden train.



Here are Gary Roe's N and HO scale Wabash cars and engines both steam and diesel. We had a lot of good comments on the display. I have to thank Jim Keller for his help in making the G scale train run. When Mary and I set it up before the open house it was running fairly well, but three days later it shut down. Jim came in and found we had poor connection in the track. He got it going and it ran perfectly until two days before the end of the show when somehow some of the cars derailed and the volunteers didn't know how to put them back on, so they just ran the engine rather than call me. But they said the kids enjoyed the solitary engine running by itself just as much as a longer train.

Dean Freytag 1924 – 2010. While not a member of QSME Dean Freytag became a great help to our club once we started the installation of the Steel Mill Complex.

Dean was probably the best known authority on steel mills and their construction in the modeling world. Dean died December 25th at the age of 86. He lived in Ashland Ohio and if you look at the ads for the re-designed Walthers kits, and the buildings associated with the steel mills you will note they are listed as the Ashland Steel Works.

When Mac and I began construction of everything, Dean became an unpaid consultant to us by telephone and letter. I met him at the Cincinnati NMRA during the 2005 convention. I attended his clinic on construction of a blast furnace and attended several other clinics where he contributed to the subjects. About the second evening of the convention I ran into him at a display and asked him a question. He invited me to a round table discussion on steel mills. I ended up attending two more such discussions. The last thing he told me in a phone call was don't worry about how much clutter you have at the steel mill site, at the real steel mills it appears they never throw out anything and you can't have too many pipes.

Dean Freytag was a life member of the NMRA and had received just about every award the association hands out for service to the association. He died in Ashland and will be very much missed.



HINT: from Gary Roe. This is Loctite two part glue.

Gary says you apply the activator to both pieces to be glued, wait one minute, apply glue to only one piece, then press together for about 30 seconds. As you know, there is virtually nothing that will bond engineering plastics (like Delrin) together; but this stuff will.

More than one person got a little confused, since this company has some epoxy that is labeled virtually the same. Gary says he only used it once; but it really did work well. I bought some and have now used it about three times and it really does work well. Be sure you get this package. It's about \$3.00.

Note: Jim Kelly – retired managing editor of Model Railroader magazine and a native of Macomb IL. Is now writing an every other monthly column in MR on N scale modeling. Jim was a special guest at one of our open houses and had his latest N scale model open at the Milwaukee NMRA convention. Jim now has his third model of the Tehachapi loop underway. I called him at MR one day and introduced myself. He said, "I know you, I'm from Macomb and used to listen to you every morning while I had breakfast." Small world isn't it.

RE: The Whistle; Since sound is becoming a major part of model railroading I took it on myself to seek some scholarly advice on the use of whistles in model railroading I sent an e-mail to the columnist in Model Railroader seeking an answer on the proper use. Next page 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 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 standing equipment.

Then the bell is also used (with a reduction in speed) as an emergency warning device in case of whistle failure.

Regards Jim Hediger.

I received an e-mail recently from Jim Kisor of Keokuk; he is selling his model railroad layout. He sent some pictures but somehow I lost them. The layout is in HO. If anyone is interested please send him a note at jim.kisor@hotmail.com there was some good looking stuff.

Wabash Railroad Trips: Earlier I mentioned that J David Ingles was working on an article for Classic Trains about a trip he made back in the late 1960s on a Wabash freight train that ran south of Quincy to Keokuk IA. The article is now printed in the latest issue of Classic Trains and covers 9 pages and is one terrific story and it makes for really good reading about a time that actually was almost legendary.

The pictures are excellent. Shots of Bowen, Golden when there were still two railroads running through the town, when both the CB&Q and the Wabash stopped there and both also went through Camp Point. David also has a short part of the article and a picture covering a side trip by the engine only to pick up a gondola of logs from Versailles. There's also pictures of the depot at Clayton and the last page of the story features a picture at Elvaston where they sought permission to use the tracks of the TP&W to go west to Hamilton and cross the Mississippi and pass the old Union Depot. The last picture is a grand one of the depot, which J. David now notes is once again owned by the city of Keokuk which is making plans to refurbish the old depot. I was in that depot when it was owned by the Keokuk Junction Railroad. It is a huge depot and is certainly worth restoring.

I had the pleasure of proof reading this article before it went to print and J David had forgotten only one name when he wrote about switching an early Sunday morning south of Quincy at the Black and White Limestone plant but there was still one mistake that slipped through making it a cement plant. They did not make cement.

Then there are three pages titled The Keokuk Lines 15 Minutes of Fame. In the mid 1950s the line hosted the last active steam, the 2-6-0s that were used to cross the old bridge at Meredosia, and if the train was such that it required two engines, then they had to split them and send one at a time across the river. This is also where QSME and five members of the club get mentioned. That was when Van McCullough set up an automobile trip from Keokuk to Bluffs IL. It gave us a chance to see what a trip it was for the steam engines and employees to take. Our trip got to see what was left of the roadbed. On that trip Van was the fireman (a job he really held with the Wabash). The late Neal Fink was the engineer. I was the conductor, and George Effrein and Fred Stephan were the brakemen. I remember that south of Carthage George pried a date spike out of an old tie. And look for a picture of Van at the back of the magazine. I will print off a copy of both stories and put them on the bulletin board at the club, but please read it at the club room and then put it back. Thank you.



The engine to the left is called a "Little Joe" actually they were designated EF-4s for Electric Freight locomotives. The Soviet Union ordered them in 1946 but then the US government embargoed the sale to the USSR. Instead 12 of them were bought by the Milwaukee RR. After long service 11 were scrapped but one is on display at Deer

Lodge, Montana. Personally I liked them I thought they would look nice on the electrified portion of the C&LE but we never strung the wires and I never bought an EF-4.

The picture above and the one below are courtesy of Jeremy Bubb.

Jeremy travels around the country quite a bit and comes up with some beautiful photos. These are from several locations including the Illinois Museum in northern Illinois. I also promise the next issue won't be so late. The back is feeling better and I should be able to get the issue out in about 5 weeks.



2-8-2 CB&Q #3007 what a trip it has had. Donated by the Q to the city of Quincy it spent many years on Quinsippi Island then was sold to the Purple Martin Junction at Griggsville, then it went to southwest Iowa, and then to the Illinois Railway Museum at Union where it is now on display after being cosmetically displayed. Remember **MODEL Railroading is Fun!!**