

QSME NEWSLETTER

Quincy Society of Model Engineers Volume 2011 Issue 5 Sept-Oct

Sadness Again in our QSME Family

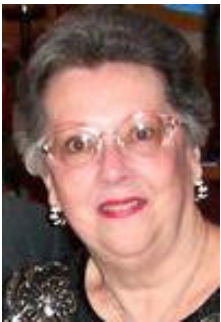
The Open House News

Getting Ready for Open House

Old F Units in Burlington

Jeff at Ewbanks with Camera

What Jeremy Has Done



We were all saddened to hear the news of Mac Fisher's wife Susan passing away. She put up quite a courageous fight with cancer over the last several years and shocked doctors and everyone else at every turn. One of her greatest attributes was that she never felt sorry for herself even going through years of treatment for the disease

We all enjoyed being around her for her love of life, family and friends. Susan and Mary hit it off right away, I guess because they were both from the same small eastern Missouri area. She could keep you laughing for hours with the stories about her family and the happenings in those towns and early Hannibal.

She loved to do China painting; she was a member and past president of the Hannibal China Painters and also taught China painting throughout the state. We are going to miss her, her sense of humor and the way she rolled her eyes and giggled. Our sympathy goes out to Mac and their family.

It has been two years since we held an open house, but we hope to make up for that when we open the club room and the meeting room doors on November 5th and 6th. I think you will see several major changes. The least of which is the conversion from a multi-business industrial area at Benezette to the single purpose US Steel Benezette Works steel mill complex. It will include at least 5 or 6 separate sites for rail traffic. (If you will please come to the open house or the Friday evening before we will attempt to explain just how we will not lose any traffic sites by cutting from the half-dozen or so sites at the old Benezette to the steel mill.) In addition there are some changes in other parts of the layout you must see. I promise to do a follow up pre-holiday's newsletter showing individual changes.

The open house will be held from Noon to 5:00 PM on Saturday and Noon to 4:00 PM on Sunday. We plan to have Jeff Heine's G Scale trains, Hank Murray's Lionel, American Flyer and other makes of train like the ones we had as a child. Also Fred Stephan and Joe Winkleman will have N Scale trains running, and Chuck Fitch will have railroad Memorabilia on display. All these will be in the large meeting room. The room will be locked up overnight Friday and Saturday.

Sharon and Jim Keller have volunteered to host our get-together on Saturday night following the open house. There will be maps available in the club room Saturday showing the location of the Keller's home. Please remember to bring a covered dish. The club will furnish plates, and silver (plastic) ware, the meat, and soft drinks. If you wish something stronger you'll need to furnish it.

This will also be a wonderful chance to see the progress on Jim's Milwaukee road HO layout. I must say it is fantastic. I can't wait to operate on it at least once.

THIS IS IMPORTANT

The Good Samaritan Home front area upgrade is complete. You can enter through the front door and use the front parking spaces, however! We ask you please to park at the west side or in the rear of the home so there will be more space for our guests.

We will have one more Thursday night work session before open house on October 20th 7:00PM , plus Saturday afternoon October 29th 1:30pm, and after the business meeting November 3rd and Friday night November 4th. Please volunteer even if it is only a couple of hours. The layout and the club room are filthy. We'll remove the lousy carpet, dust everything, clean all the track by hand. try to replace the many figures that are laying down sleeping, remove fallen trees, replace buildings removed for work on the steel mill, and take the layers of dust off the lake at Keating and the Johnsonburg river. If you can't find anything else to do, grab some paper towel and dust. And on Saturday and Sunday of open house we will need all the operators we can get.

If you are coming from out of town please let us know in advance.

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Some Other Stuff

What follows are a number of pictures that have been sent me and I haven't had a chance to get them in a Newsletter. I do so appreciate the pictures. It would be great to continue to share them with the club, but I am having problems caused by advancing age and by a 20 pound cat who loves to jump on the computer desk. She jumps so hard she broke off the sliding drawer for the keyboard and it means we have the keyboard on top of the desk at an awkward angle for me. Remember I never took keyboarding in school. I learned to type by the hunt and peck.

Friday the 14th was a great day, particularly if you wanted to practice railroad photography. Jeff Heine did just that late in the morning. He went to one of his favorite locations at Ewbanks just northeast of Quincy about 5 miles. It's on the main line of the BNSF from Quincy to Galesburg. First along was a shuttle train of well cars pulled by two NS diesels.



Once about 3 or 4 years ago a UP employee told Chuck and me it was cheaper to actually store those well cars and trailer cars by running them out on the main lines in trains than to have them taking up tracks in a yard. We've seen several such movements on the Transcon at Ft. Madison.

The second train, another eastbound, appeared a short time later. It was led by two CSX engines.

It took the siding and why it did was apparent in minutes when the west bound Carl Sandberg appeared to finish its trip to Quincy and almost on the advertised.



Thanks Jeff, I can always count on you for some input to the newsletter.

Another contributor has been David Fredrick although he hasn't had as much time to take pictures since the Burlington Junction keeps him hopping. Incidentally there was a recent 'Trains' article about Alco C-415s. It cited there was only one such engine still operating. It seems though who ever collected that information failed to take into account the BJ still has two of them running. One is in Burlington and the other is in operation in Quincy on ADM property at 30th street. The third C-415 owned by the BJ Ry is also in Quincy but is dead on a storage track. Its future is still uncertain but there is the possibility it would be used for spare parts for the other two.

Of course David's job takes him from St. Louis to Chicago and plenty of places in between and once in a while he even gets to operate a 1 to 1 scale engine on 4'8 1/2" track. Recently he actually spent a day in Burlington running a switcher for the crew there. When they got into the riverfront BNSF yard he spotted our next photo subjects.

This pair has been in the yard for a couple of weeks but it just so happened that this time he had a camera with him. Underneath the BNSF engine number it says they have been assigned to rotary plow service. On the trip I received as a retirement present there were two F units parked with a rotary plow somewhere along that trip. I believe it was Havre in extreme northern Montana, but my memory is not like it once was.

David believes they are to be sent to RELCO in Albia IA for rebuilding. We both agreed that since they have had a spray of primer color they will be repainted, but neither of us is sure of the final outcome.



There is no doubt they are F units but what number goes with the F? A fair guess would be F-9s. That's based on the louvers along the side. The boxes on top have vents along the sides and they protect the top fans from snow. David says

the flat car in front hides the trucks on which they are sitting. Note the fire cracker antennas on top of the cab, and that there are no windows along the sides of the engines. It looks like they installed some type of vents in place of portholes or windows. Another thought is F-7s but as they were built the F-7s had a porthole window at either end of the row of Vents. If anyone has a BNSF engine roster you might look up # BN 972570 and let me know what is listed.

Jeremy Bubbs has more fun with railroad 'stuff' than most of us ever will have. Here are two examples of how he has spent some very productive time.



Years ago there was a man who lived in the 2300 block of Ohio in Quincy who had one of these in his yard. I envied him.

Now I envy Jeremy. This picture was taken in June of this year just after a friend finished all the woodwork on the cart.

These were owned by railway express (REA) and each one had a serial number.

Jeremy's is # REA 111158.

I'm not sure when he obtained this cart but the time spent on it has certainly been worthwhile.

If you think the time, energy and money has not been worthwhile just check the picture on the next page.



Actually Jeremy owns two of these. This one, if I have it right, is the lighter one and is #111158. The other is a heavy duty cart #111157. I plan to have two of them in HO scale on the layout at the Glen Hazel depot which was the Benezette depot. Jeremy is also working on a couple of farm related projects; one is a two row planter that was pulled by a horse. He also has a six light Pennsylvania Railroad signal. I'm not sure exactly what type it is. All I remember from living in PRR territory were those position light signals.

I personally think his greatest undertaking is the complete restoration of a double blade semaphore signal. Here are some pictures taken of the work and what he started with. I am sorry I do not have any photos taken before all the work was started. I'm sure Jeremy has them in his slide file, but he has gone back to long haul trucking but when I called his cel-phone this noon he was not far from home, just west of San Jose IL. He does have the weekend of the open house off and will be here for it. Maybe he'll bring some photos of the semaphore before all the work began.

At any rate here are some pictures during the latter process when the parts had been cleaned and painted. He was lucky enough to have all the lenses for each blade.



Starting at the bottom was the need for a very solid base on which to secure the upright signal post.

Note the white plastic or nylon pipe that will be a guide for the wiring.

In the picture below note the great lenses that luckily are not chipped or cracked. I'm sure this signal will be placed where neighbors will not use them for target practice. After all that was what they were used for on some railroads.

These are the parts for the movable end and light for one blade. Jeremy was very lucky to find all the pieces he needed to finish the work. I think I recall he said most of the stuff came with the signal.

Note the light is the silver unit in the upper left of this photo. It's complete with the wiring.



Below at left is a shot of the parts that go into creating the light housing. It's kind of like trying to put a puzzle together. Also remember that each piece had to be cleaned free of rust and assorted grime before being primed and painted.



Heck of a lot of work but as we will see, it was very worth it.



“It’s up” is how this picture was titled when Jeremy recently sent it to me.

It is located in front of an old Quonset style building on his Grandmother’s property in Vermont IL. Thanks for the pictures Jeremy and keep up the restoration.

Here are a few notes to put on your upcoming calendar:

The NMRA Midwest Region annual convention will be held in Springfield IL on March 8th-9th-10th and 11th in 2012. It will be hosted by the Illinois Valley Division which includes Adams count to Sangamon County (Springfield). It will be at the Abraham Lincoln Hotel in downtown Springfield, Illinois. We are expecting a large number of model railroaders and guests to participate in clinics and events over the period of four days. Presentations and clinics are filling up fast so don’t let this wait. **Early conference registrations get \$15 off their regular fare if received by January 31, 2012. Register as soon as you can!**

In place of the traditional banquet, the conference will culminate with model railroading’s premier modelers W. Allen McClelland and Tony Koester and the current NMRA President Mike Brestel in a **“Model Railroading Masters – Unplugged”** event on Saturday evening.

Additionally, your full fare registration includes a pass to attend the annual 2012 Springfield Train Fair that will be held on Sunday, March 11, immediately following our convention, it will be at the Orr Building on the Illinois State Fairgrounds.

The conference special hotel room rate of \$89.99 per night is good until February 10, 2012.

For more information contact Mike Yurjec at mike.yurjec@earthlink.net or by Cell Phone (217) 306-8427

A Reminder

Put these on your calendar:

Thursday Oct 20th 7:00PM Work Night

Friday Oct 21st 7:00PM Operate

Friday Oct 28th 7:00 PM Operate

Saturday Oct 29 1:00 PM about- Clean up layout Room (If you can make this, great)

Thursday Nov 3rd 7:30PM Business Meeting

Friday Nov 4th 7:00 PM set up – final check on layout

Sat - Sun Nov 5th & 6th OPEN HOUSE Party Saturday evening at Jim Keller’s.

From the editor: At this point I plan to put out one more QSME Newsletter following the open house, featuring a report on the open house, an update on Mac, Jim, Al, and Chuck’s home layouts. That will be the last newsletter I plan to write. I have been doing this since the late 1980’s and that is a total of over 30 years. It has been fun and I hope that someone will volunteer to do this if only on a quarterly basis. Thanks all of you for your help and comments. Bob Turek.