

Upcoming Events

July 12, 2011

Club Meeting
7:00p.m.

At the Clubhouse
5259 Washington Road in Albany,
Ohio

July 17, 2011

Club Picnic
2:00p.m.

At the Clubhouse
5259 Washington Road in Albany,
Ohio

July 26, 2011

Work Session
7:00p.m.

At the Clubhouse
5259 Washington Road in Albany,
Ohio

August 9, 2011

Club Meeting
7:00p.m.

At the Clubhouse
5259 Washington Road in Albany,
Ohio

Upcoming Birthdays

May 20 – Tony Magill

July 14 – Don Schultz

July 30 – Kenneth Shank

Murphy's Laws for Model Railroading

- No matter how well laid the track is. A steam engine or six axle engine will always find the flaws.
- If you think you have wired the track correctly reverse the wires. It will run correctly now.
- Any turnout not fully thrown will find the most expensive car/engine to derail. Thus ALWAYS throwing said piece to the nearest piece of concrete.
- No matter how well painted your thumbprint will always end up on the model somewhere.

From Trains.com Forum



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Late One Night at the Water Plant... By Kenny Shank

Last time we spoke, I was correcting some obvious flaws in some otherwise fine passenger cars. The silly things would NOT stay on the rails and wallered like a pig in the curves.

After I got it to stay up-right, I had to figure out why it kept jumping the track. The lead truck would start into the 90 degree turn with some resistance, so I thought maybe the 3 axles had something to do with it. OK...but as the other truck entered the turn it jumped the track. BANG! Just like that. No warning, nothing. And not just one axle, but it almost leaped. Sometime both ends at once.

Turning the car over I thought the problem looked like it was an easy fix: the trucks were not able to turn sharp enough. As the car moved through the curve the stresses on the wheel flanges were too much and it took off for the North- Forty. The cars are supposed to glide along gracefully around gentle curves with violins playing in the background. How nice.

Well, around here you can't see a straight line for more than 3/16th a mile. And we call them "fiddles"!

Now right down the middle of the frame of this car, running from end to end, is a very large beam. It rides on the trucks and the whole car was built using this beam as its foundation. To me seemed like a key component and highly important. I also saw it was in the way of Progress.

I find that the level of detail manufacturers are able, and are willing to invest in our hobby is quite amazing. What can't be formed as one piece during their injection process is provided as extra parts we can install, or lose in the carpeting, later. With an evening or two's labor we hold in our hands a ready-to-run model with wonderful details on every side and angle including the bottom! Which nobody is going to see, 'cause I fixed that problem!

Using the side-cuts again I removed the beam flush to the bottom of the car. Made sure the sharp edges were filed off so the trucks worked smoothly. Back to the track for a test push and at first it was promising. But soon an

axle derailed. Hey, just one! That's an improvement. I held my finger on the roof and moved the car back and forth through the curve. When a wheel came off I could feel a little catch most of the time. Later I realized that I was pushing down slightly and pressure was keeping the wheels on the rails. You know, if nothing else I can always fill the bathroom on each end with shotgun pellets and the weight would replace my finger. It's not like passengers are going to need them.

But before I'll go through all of that work on a hunch, I blinded one set of wheels. Now let's shorten the story up a bit. All or most of you know I'm very slow. I like to savor my little victories and study and stew in my many defeats. If something doesn't go as planned I would like to know why. All of these decisions and procedures took weeks. It's just me.

So much for making it short. The thing is, only three places to put the blind wheels: leading or trailing and the blind would drop off the rail and raise the other end: derail.

Putting it in the middle may have worked on someone else's layout, but my tracks make the Hocking Valley's seem like a magic carpet: the middle wheel would hit a high spot and of course, derail!

Strange as it might seem, it's not that strange at all, that I have a Hogwarts Express. Her name is "Das Madchen Hexen", The Virgin Witch. The coaches that came with her have never had any problems on my tracks. Compared to the Budd there is only 3/16" in the trucks' wheel-base (middle-to-middle, front to rear axle of the truck) and 1 1/4" between the trucks' mounting pivots. The Budd being longer in each case. Overall car length is 10" vs. Budd's 11 7/16".

Stresses being applied from the body mounted couplers vs. truck mounted couplers, the 1 7/16" difference in overall car length, and the distance between the pivots may still have a lot of influence on the trucks. Most of these are not in play without being coupled to another car. But we will get that later.

I guess I need to study this some more. Hey! Where's my beer!

June 2011 Meeting Minutes. by Roger Crigger

Date: June 14, 2011

Meeting Started: 7:10PM

Place: The Clubhouse at 5259
Washington Road in Albany, Ohio

Officers Present: President Kirk
DePeel, Vice President Walter
Parks, and Secretary Roger
Crigger.

Trustees Present: Tom Metters.

Members: Jason DePeel and Bill
Warthman.

Guest: None

Secretary Report: Minutes from
May 2011 meeting were approved.
1st Walter Parks
2nd Tom Metters
Approved by Members

Treasurer Report: No Report

Business:

1. At the meeting there were 6 members out of 16 members present, which would make a forum.
2. The club picnic will be at the clubhouse on July 17, 2011 at 2:00p.m. Members are asked to bring a dish or something to the picnic. It will be discussed as what to each member should bring at the next meeting.
3. Kenny Shank is working on the frame work for the Raffle Table and we hope to start on it in July.
4. James Patterson will be back in town for Railfair in December.
5. The new lease has not been signed yet, but Kirk DePeel is working on it and hope to have

it done soon.

6. There are talks about either a day trip or weekend trip in August. Place that was discussed to visit was Hawk's Nest in West Virginia, Cincinnati Terminal, Marion, Ohio, Sand Patch Grade in Pennsylvania, The Rat Hole in West Virginia, and Chicago, Illinois.
7. David Sincoff has some HO model railroad supplies for sale. If you are interested please See Roger Crigger.

Motion to Adjourn:

1st Tom Metters
2nd Roger Crigger

Time meeting ended: 7:35p.m.

Memories of Railfairs Past - Postscript. By Kirk DePeel

For reasons unknown this part was not included in the original article I had forwarded to Roger. However, I thought it was the most important part of what I had written. Because if I had to name one thing I miss the most from my earliest Railfair until now, it would be the people I've known and worked with over the years. Jeff White, Randal Fields, Jim Trivett, Bob Garbo, Dirk, Eric McFadden, Dick Walker, Bob Schmoll, Bob Lewis: the list goes on. Chip Rogers walking around in his conductor uniform will always be burned into my memory. Ed Klinger with his gift for gab will be remembered by me not only for being able to sell tons of raffle ticket, but also at his skillfully

negotiations with the mall to pay us for the U-Haul and hosting our shows there. Finally there's Robin Lacey, who was a joy to see and talk to at the shows. He is the person I missed the most at Railfair. Although these people are no longer a part of the Railfair, others have come along to take their place. Today I have the pleasure to work with them at the clubhouse every week and call them my friends. Our goal is to promote the hobby while having a good time doing so. Over the years I've gained so much more than that.

Is Railfair worth all the hard work we put into it? Think about your answer when you see the beaming

child standing there counting the number of cars on your train. Or the older gentleman who flashes a small smile as he reminisces about the trains that he owned as a young boy and the enjoyment they gave him. Or the wonderful time we spend together at these shows joking among ourselves while sharing a common bond. Can you guess what my answer is?

Happy Railfair everyone!