



PMRC JUNCTION

Dec/Jan 2003 Vol. 2 Issue 2

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Happy Holidays

There is something about the holidays and model railroading that is pure magic. Even the average person becomes a train lover this time of year, as trains click by in store window displays and around Christmas trees.

In these times, electronic gadgets, video games with unbelievable graphics and other technological wizardry are the norm. I too enjoy all that technology has to offer, but this is the time of year when people reminisce, reflect, and enjoy the simpler things.

Traditions...cutting down your own tree, making that family holiday recipe from scratch, sleigh riding (well, not in Florida!), and running those old trains around the Christmas tree that otherwise collect dust the rest of the year.

This is a great opportunity to share your hobby with family and friends. Maybe even turn on a few people to the hobby! It was apparent at all of our shows that there is a strong interest in "trains" outside of the holiday season! Get the kids and grandkids away from the video games and into your train room. And you can show everyone that we have all the latest and greatest technology in our hobby as well!

I for one won't be putting a Harry Potter train set around my Christmas tree. Instead I'll have the kids in my train room as much as they desire. I'd prefer to show them what that "pretty" SD-60 is all about, what it's used for

and why, or what the cute little kitten is all about on that C&O boxcar. Most of all, I'll just let them run the trains, and if they run them at 200 scale miles an hour so be it!

To all the members of the PMRC, I hope you and yours have a wonderful holiday season, and God bless...

David Wilkes

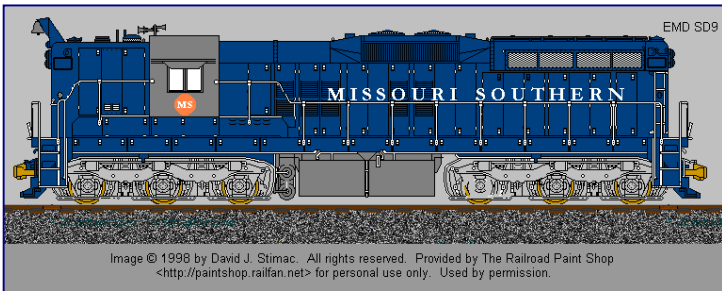
PMRC primed and ready...

Folks, things are really looking good for our first (and hopefully annual) model railroad show. Now that our slew of shows is past, the committee can focus on our club sponsored show. Terry has already gotten a lot of positive feedback from various companies willing to donate their products to our cause. Kato has sent us a starter set which features a C&O F-7, a few freight cars, and track! Awesome starter set! Sadly, Atlas has been the only manufacturer not willing to help us out so far. Committee chairman Jack Rowles has done a great job of keeping us up to snuff with the big picture. We expect to be an NMRA officially sanctioned event in the very near future. Looks like we'll have the perimeter of the Hadji Temple lined with vendors, with a stage set-up for model judging and clinics, and the huge open space in the middle of the hall for the layout displays. The plan looks great! Although the committee will handle the in's and out's of the show business, remember that this

is a CLUB show and will take 110% effort on behalf of the club. All of you have hopefully seen the e-mails sent out about designing a club logo for the show, and for our first PMRC car. Take the time to think about what we should do for a logo, as it will probably be our permanent club logo. LBF is willing to donate the 50 cars of our choice (and they make some fine cars) but we need to submit all necessary information and the logo in a timely manner. So get creative! Even if you're not an artist, convey your ideas to the committee! With that said, we also need to decide on what type of railroad car to have made for us.

A wonderful dilemma By David Wilkes

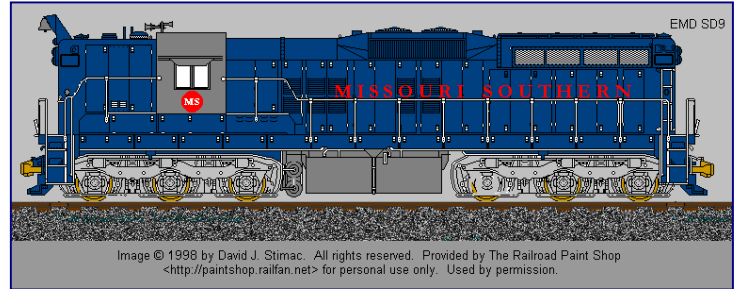
It seems I have a dilemma, and I need the club's help. We have a railroad in need of a new paint scheme. That would be the Missouri Southern, my freelanced railroad based on the mining region of the rugged Missouri Ozarks. The Missouri Southern is a big iron ore and grain carrier, as well as finished food and steel products. It also handles numerous agricultural products and a lot of traffic for the BNSF. I have several ideas, and even went as far as to paint a brand new Kato SD90/43 in Conrail blue, safety yellow, and Confederate Grey. While that scheme looks great, it just isn't doing it for me, and I'd like the club to help me pick a scheme...let the people speak! (As long as the scheme in no way resembles Union Pacific) Here are some of my ideas below. Copy this SD-9 or another locomotive onto your paintbrush program and see what you can come up with for my railroad or your railroad.....it's fun!



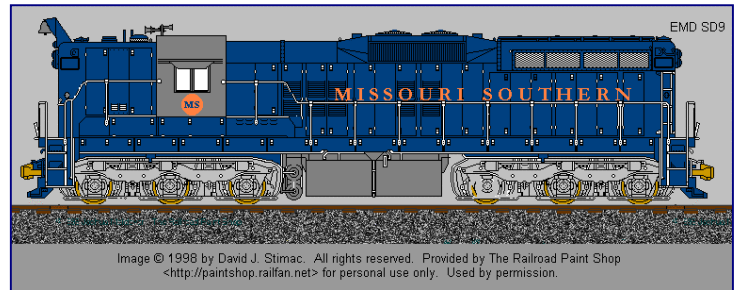
I'd like to have a scheme that's different, but may bring to mind the Missouri Pacific...



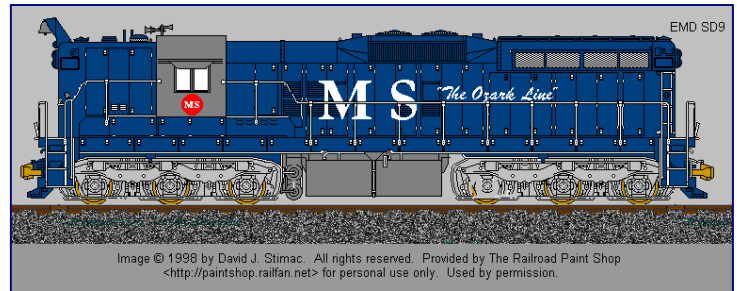
I'd like to use the famous MoPac buzzsaw logo, with different letters/color.



...here we have red lettering and buzzsaw.



...and with orange lettering...



This one's cool, a simple MS with "The Ozark Line", and buzzsaw....

Well it's obvious my fondness for the Missouri Pacific is influencing my ideas. I'm basically trying to keep the MoPac's memory alive and well, but without copying it. I've found the Railroad Paint Shop to be a great tool for creating paint schemes, and I encourage you try it for your own railroad! Who knows, maybe a paint scheme can be derived for the PMRC club car!



RETURN TO A HOBBY

by Jack Rowles

The first in a three part series...

On a cold Christmas morning in the mid 40's, I received my first train. I was 6-8 years old. My father was a poorly paid teacher and assistant Principal of the local school in a small upstate New York town of Clifton Springs. it was the first time that he had been able to afford a small train for me. The train was a well-used Lionel steamer with a couple of cars. The layout was around the Christmas tree. What a thrill to make it go around, sometimes so fast that it rolled off the track. As time went on there were tunnels made from books and blankets. My dog would bark as it came around the circle. There were additions of track and trains over the next several years. We moved to the big town Horseheads, NY. Dad had taught me to be careful and to be a pack rat. The amount of track grew. In about 3 years, I had enough track to cover the floors in 2 rooms. I remember, we even tried the train on the dining room table trick. The big Lionel flat cars were large enough to carry some plates etc. and we tried to deliver everyone's food by train. As I remember, it was not very successful but I think that was because the table was too small for the O gauge curves of the day.

We made a couple of moves while in Horseheads and the train kept getting bigger. Not so much in the engine and car department but in the track area. I had track and switches that filled several boxes. My mother finally told me to play in the yard because it was such a mess under foot. The yard worked fine. I would mow the side yard with the old push

mower and my friends and I would layout track everywhere. Although I ran O gauge, it was my garden train. As I approached 13 or 14, I acquired a paper route. This took most of my excess time and the use of the trains began to fade. We made a final move to Watkins Glen; NY and all interest in trains succumbed to the sports arena and girls. I was in a new school in my junior year and was having all the usual problems. Trains faded away completely. Years later I went looking for some of my old trains but time, a brother and lack of interest had caused the trains to move on to another set of grateful hands. Where, who was to know, but I am sure some child loved them.

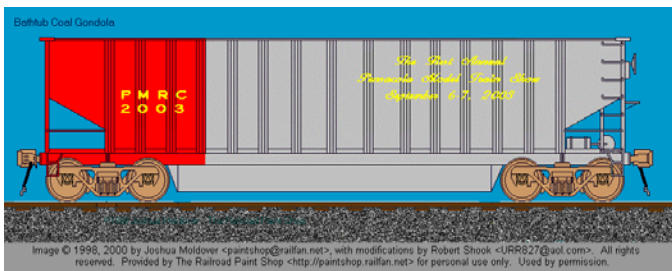
Over the next 50 years, I had a thoroughly enjoyable life. I became a Naval Officer, a Helicopter pilot, a Logistics Manager, a Flight Test Coordinator and finally ended up as a Technical Writer. The last, writing computer user manuals and every manner of technical manuals for several aircraft. Then 9/11. A mutual decision between my wife of 40+ACs years and I to quit the rat race and just come home was made. I had been on the road for the previous 5-6 years as a contract Technical Writer and had enough of office politics and moving around the country to find the next assignment. In October, the final nail was pounded in to my active career and I came home for good. I discovered friendly DAVE at the County Fair shepherding the small layout of a club called the Pensacola Model Railroad club. I must say that my eyes lighted up with the possibilities. I joined Dave and his bunch of rowdy friends one night at the Ferry Pass Fire House. I was accepted into the club just in time to catch most of the show season. After a good deal of discussion and a lot of planning, I decided that I should make up a module for the layout. I was not satisfied with having every thing straight. I decided that a seaport scene should be done and now you all have seen the Mud Hole in progress.

After a 50 year absence, I have finally returned to the hobby that I found so enjoyable during those early years. The scale is smaller of course. You would think that with diminished eyes, one would go as big as possible but it never works that way. I had a small set of N scale trains my wife had given me but never really got into the hobby because of lack of

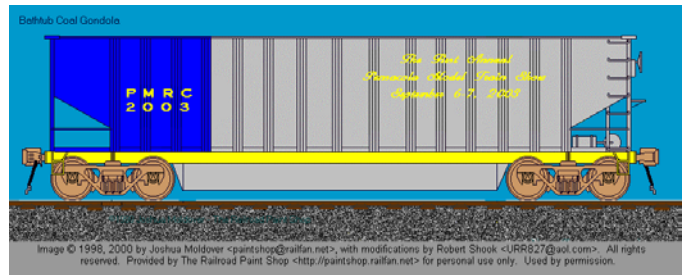
space in my travel trailer I used to go from job to job. Now with the module setup of N-TRAK, I could enjoy model trains without the big initial cost of building a layout first. That is, of course, a major selling point of modular layouts. Over the course of the last year, I have had many discussions with members about their favorite roads. Glen and his Great Northern and Dave and his Indian monsters. I began to wonder if there was a favorite railroad that I could bring to life in N scale. I remember the great double compounds of the Pennsylvania Railroad hauling long coal trains out of the Western Pennsylvania mountains. The Erie Lackawanna and New York Central roads that ran near my home, The Leigh High Valley and several others. I began to wonder what roads if any were still running up in central New York State. Much to my surprise and pleasure, I discovered that a gentleman and a bunch of backers have purchased a large amount of the track system that runs in the area that I once called my old stomping grounds. With the help of Terry and others, I have found my railroad. In the next chapter - FINGER LAKES RAILWAY.

PMRC CLUB CAR?

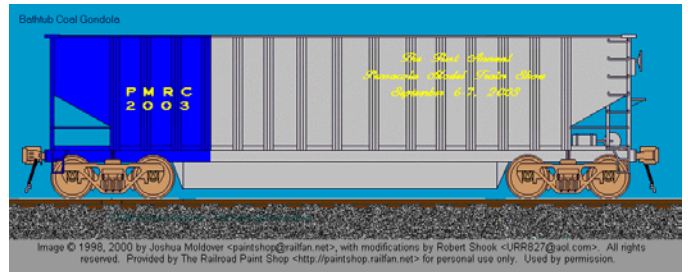
Well, it seems since I sent the pictures of the Coalporters, the creative juices have begun to flow! I've seen good idea's from both Glen and Terry. My drawings are for basic paint and lettering. Someone with a fancy-schmancy graphics program on their computer can hopefully come up with a cool logo, and it can be fused onto mine or another club members drawing idea. Here they are again.



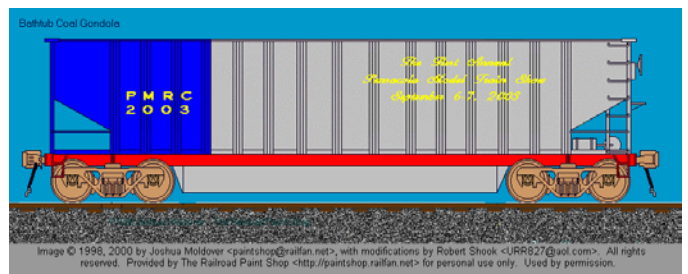
Here's the hopper in red/silver...



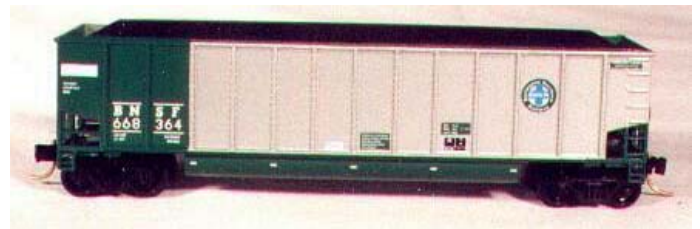
...blue/yellow/silver



...blue/silver



...blue/red/silver...



Here is one of LBF's prototypes....



This is Glen's car...I like the shape of Florida with the dot or star on Pensacola idea...this would look good on the coal hoppers as well...

Tech Corner

Wheel Sets

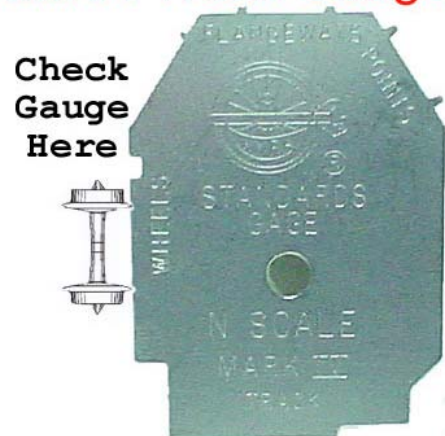
By Dave Ramirez

In Model Railroading, there's no bigger turn-off than constantly derailing rolling stock. When working with N scale trains, keep in mind that they weigh next to nothing so the slightest imperfection will cause problems. Don't trade off quality for cost. Better to have a few quality pieces than a lot of cheap junk. In the end you will pay with your frustration. Although there are many more reasons for derailments, we will concentrate on the wheel sets. Problems with wheels are caused by improper gauge, out of round, and being mounted untruly on the axles giving the wobble effect of a bent rim. To check for these problems first remove the truck from the car and roll it under your finger on a piece of track. Check for wobbling and watch for bent and binding wheel sets. Less than perfect wheel sets should be discarded. Selecting a wheel set is a matter of preference. Good wheel sets are made by Northwest Shortline, Micro-Trains, and Life Like to name a few. I prefer Micro-Trains due to their extreme free rolling ability and quiet running. The next problem to tackle is incorrect gauge. This can cause derailments for no apparent reason usually in turns, picking points or guardrails in switches and bridges. This can be corrected with a Micro-Trains number 1055 gauge, or a NMRA gauge. (*See an example of both below*) These gauges, when properly used, will space the wheel flanges the correct distance from each other. Wheel flanges should fit centered in grooves. Reinstall wheels on car being careful not to disturb the gauge setting. Now that we have perfectly round, correctly gauged wheels there is one thing left to look for, ensure that the wheel sets don't rub on anything through the trucks full range of motion. Doing all this to each car and engine will ensure that all equipment will roll wobble free and will stay on the rails, provided couplers are correct...but that's another article.

Micro-Trains Gauge



NMRA Track Gauge



MANUFACTURERS CORNER

PMRC members...I'm considering using this as a product review/new release forum. Let me know what you think...

As of right now I'm considering reviewing (or someone else reviewing) the new Micro-Train's Line FT's as our first review. Of course, we would only review those products which the club uses, not every new N scale item that comes available! Again, let me know!

For now I'd like to make known to the club and commend Life-Like for their outstanding service. Their newer equipment is of much better quality than in the past, and improving all the time. I can foresee them being on par with the likes of Kato and Atlas if they continue as they have the last few years. I have a Life-Like Northern Pacific SW9/1200 that is incredibly detailed, and runs quietly and flawlessly. Unfortunately, while detailing my switcher, I broke the cab. Not to worry, I simply sent an e-mail to Life-Like and they sent me a new cab for free! That is outstanding service! -D. W.

WELCOME ABOARD

On behalf of the PMRC, I'd like to welcome Mike Wishnacht to the club! Mike is a retired Master Chief who is relatively new to the hobby. Mike discovered us at the Pensacola Interstate Fair. Welcome to the World's Greatest Hobby, we look forward sharing our knowledge and experience with you!



Mike Wishnacht

WANTED/FOR SALE

David Wilkes has a Kato SD90/43 that he wishes to trade. It is custom painted. An \$80.00 locomotive, runs flawless. David would prefer to trade for another Kato locomotive, preferably an SD-40-2. Atlas would be considered as well, serious inquires only.

CLOSING THOUGHTS

Well, once again another PMRC JUNCTION comes to a close. As always, I hope you enjoyed this issue. We kicked off our tech corner with Dave's fine article. I'm certain Dave will have plenty in the future, but if anyone has a tech article or just a great new idea, please submit it! We saw the first piece of a three part article on Jack Rowles and the Finger Lakes Railroad, and we'll be looking forward to more on both the prototype, and Jack's modeled vision of that prototype. And just so y'all know, I don't give precedence to one article over another, I place them into the newsletter as I receive them. I hope you downloaded the SD-9 and tinkered with your own ideas for your railroads' paint scheme, and hopefully I'll get some feedback as to which scheme I should use! (I'm leaning towards the orange lettering) Again, have a wonderful holiday, and God bless...

Disclaimer

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