Member since June 1988

NEXT MEETING
??????????
6:30 p.m.

Have a story you want to share?

Send it to the Editor today and you may be published!

Bring a friend to our next meeting.

DO YOU WANT TO WIN?

Attendance & 50/50 prizes are drawn at every Meeting, on the 3rd Thursday of the month.
YOU HAVE TO BE PRESENT TO WIN!

DONATIONS

Bottles for Basics:

- 2020- $393.00
- June— $32.00
- July-$95.00

PRINTER CARTRIDGES:

2019: $579.00
YTD: $50.00
July: 32.00

MEMBERSHIP:
132

THE SIGNAL

THE GREAT FALLS MODEL RAILROAD CLUB

VOLUME 24. ISSUE 8 AUGUST 2020

DONATION vs TOPSHAM SHOW

By Owen Buck

A generous individual, who wishes to remain anonymous, offered to make a donation of $1,500 to the club in lieu of our holding the November 7 Topsham show. This individual was concerned about the COVID-19 health risks that many club members would be exposed to if the show was held. The Executive Committee voted in favor of accepting this kind offer. The fall Topsham show, therefore, has been officially cancelled. We all hope that conditions will allow us to hold the spring 2021 show!

LIBRARY UPDATE

By George Pitchard

Greetings, greetings, greetings…

The Great Falls Model Railroad Club library recently received donations from George Simones of Lewiston and from the estate of John Middleton in Kennebunkport. They are now catalogued and on the shelf ready to go. This adds about two dozen books to the collection, which I now estimate to be about 1,850 actual books. Unsurprisingly, the Middleton books were mostly “Interurban and Electric” railroad material, about half of that being Maine lines.

The library is still functioning, and I am here – usually – for an hour or two (sometimes longer) in the mid-afternoon, in addition to the Wednesday evening and late Saturday morning “work” sessions. Anyone wanting to access the library can call me at (207) 330-9860.

The library is always glad to accept donations of books and magazines, as well as photographs, ephemera and so forth. At present, the magazine collection stands in need of the *Narrow Gauge and Short Line Gazette* in the 2013-2020 period; early *Model Craftsman*, 1930s-1940s; a few *Trains* in 1941-42; and early NMRA Bulletins, 1930s-1940s. But, anything is welcome!

MODELERS FORUM

By Kent Waterson

A small gathering of modelers met on July 23 for another round of the Modelers Forum. Braving the pandemic were Jamie Robinson, Kevin Lamarre, George Pritchard, Dexter Baum and Kent Waterson.

Jamie started with a cordless Dremel-like tool he had found at a much more reasonable price. The Avid rotary power tool has a light surrounding the chuck and cost only $30. When working around the layout, cordless tools are invaluable since you don't have to deal with the cord getting in the way or unintentionally knocking things over.

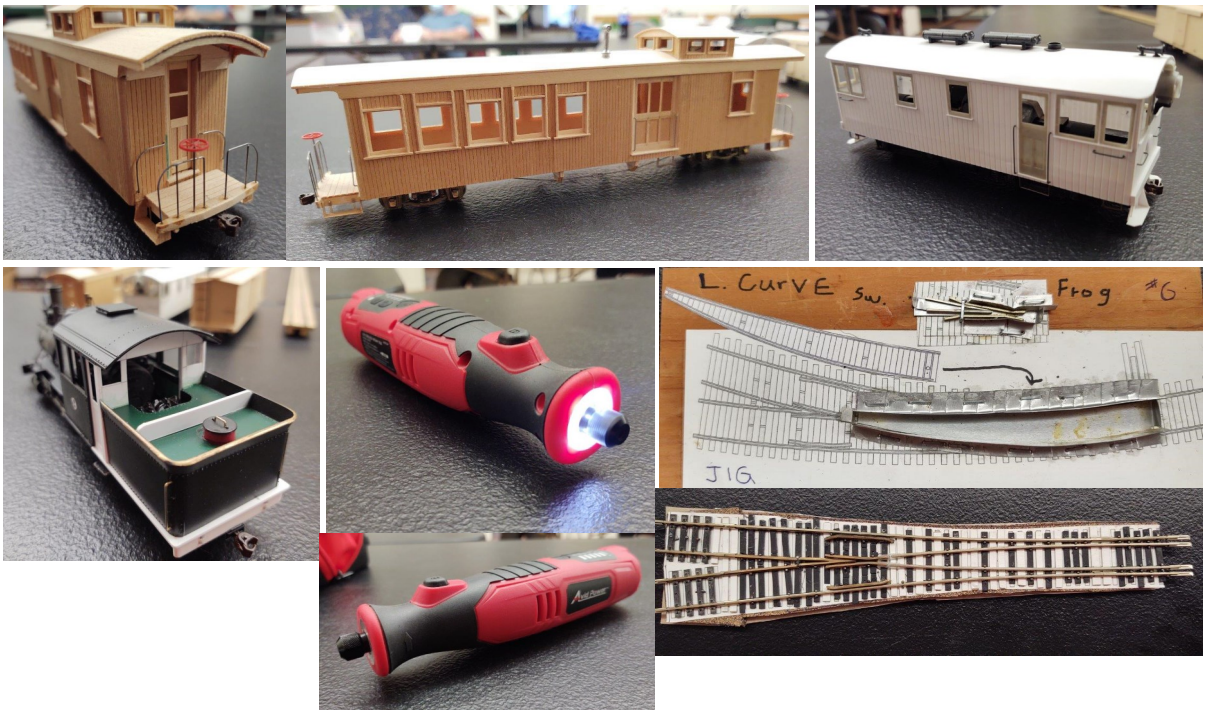
Jamie is also building some track that will be buried in the street and needed a streetcar single point switch. He brought a part of the switch that he has built so far, constructed from a section of girder rail. A hole was drilled and tapped for an 0-80 thread that will be fit with a threaded rod to form the pivot point.

Next up was George with a collection of self-proclaimed "half-dome's". A few months back, while perusing Norm's O-Scale shop, George spotted a 30" gauge Bachmann 2-4-4-T that had been converted to a 2-4-0. George purchased the model and is in the process of restoring it to the 2-4-4-T and to 2' gauge. The back end has been rebuilt - compliments of the sacrifices of a 2-6-0 model - and a new electrical pick-up system has been developed. When complete, the model will represent the Sandy River #9.

George also brought a boxcar locomotive that started with an Ahearn mechanism and was modified with an Ernst gear kit. George ran the model on his specially built 2' gauge test track. The model ran well, but the reputation of Ernst gears was evident in the very noisy operation. Other wooden models presented by George were a Sandy River style flinger, boxcar and caboose (Sandy River #553). All these models were scratch built from basswood.

Kevin finished the evening by showing his first-time efforts of building a curved switch. He started with a printed copy of a Fast Tracks switch template. He then built a jig for making the various parts and holding them while forming the switch. He said he spent more time thinking through how to do the various parts than actually building it! This was a learning experience that gave him confidence for future building projects. Kevin also brought in a gantlet that he had built in similar fashion. Another nice piece of work.

The evening wrapped up early, but the various presentations were impressive. Come join us next month (August 28). We'd love to see what is on other modelers' workbenches. Hope to see you there!



VISIT TO PROMONTORY

By Owen Buck

In August of 2019 I attended the NMRA National Convention in Salt Lake City, Utah. It was held in conjunction with the 150th anniversary of the Golden Spike, the 1869 completion of the transcontinental railroad. Two locomotives were involved: Central Pacific #60, named *Jupiter*, and Union Pacific #119. (It was the practice of CP at the time, but not of UP, to name locomotives.)

Jupiter was built in 1868 at Schenectady (NY) Locomotive Works, and sold to the Central Pacific Railroad. It was a 4-4-0 "American", with a wide smokestack used for wood-burning fuel. The locomotives were dismantled and shipped by sailing vessel, around Cape Horn at the tip of South America, to San Francisco. This was a long and hazardous voyage, upwards of 6 months, traversing the roughest seas in the world off Cape Horn. From the San Francisco waterfront, the locomotives were transported by river barge inland to Sacramento.

Early railroading was especially hazardous, even when the railroad president was aboard! Leland Stanford, the president of the Central Pacific, departed from Sacramento in a special train for the Golden Spike ceremony, behind locomotive #29 *Antelope.* Due to missed signals, a large log was allowed to roll across the tracks at a most inopportune moment, damaging the president's locomotive. The *Jupiter* had never been intended to have this role in history, but it was substituted to pull Stanford's train the rest of the way to Promontory. Two of the Jupiter's sister locomotives, #62 and #66, also arrived for the ceremony.

Union Pacific #119 was built by Rogers Locomotive and Machine Works (Paterson, NJ), also in 1868. It had the good fortune to not have to be shipped by sea. The narrow smokestack of the #199 indicates that its fuel was coal, wood being in scarce supply over the plains. It appears to have arrived at the Promontory summit two days later than intended, but otherwise without incident. As the ceremonial spikes were driven, the news was instantaneously sent out by telegraph. The iconic photograph of the two locomotives nose-to-nose, and the many attendees, was taken.

After the Ceremony

Not much thought was given at the time to preservation of history. The interchange between the CP and UP was soon moved east to nearby Ogden, with the CP operating the original trackage. CP was acquired by Southern Pacific in 1885. The original track section was bypassed entirely when SP built the Lucin Cutoff, on trestles across Great Salt Lake. The original track saw only local use, then fell into disuse. Both locomotives were sold off by their respective railroads, served in various freight duties, and were eventually scrapped. The Promontory site itself was sidelined, then abandoned. By 1942 the rails had been pulled and scrapped to support the war effort.

After years of lobbying by a local newspaper writer, the Promontory site was acquired by the National Park Service in 1965. Track was re-laid and a visitor center constructed. By 1979, a replica of each locomotive had been completed, running just as did the originals, albeit with a few modern safety alterations. The *Jupiter* runs on wood, and the #119 runs on coal, just as did the originals. Rangers and guests don period outfits and reenact the ceremony.

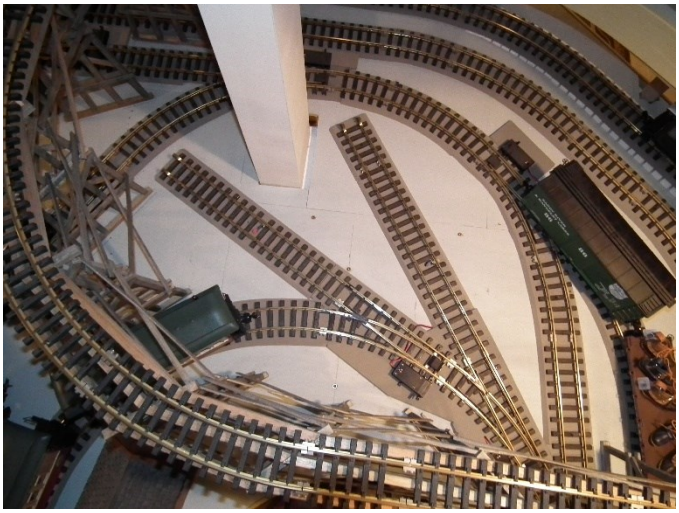
Reference: *Journey to Promontory* Trains Magazine Special 2019.

HOW TO SHOEHORN FORSTERS TOOTHPICK MILL

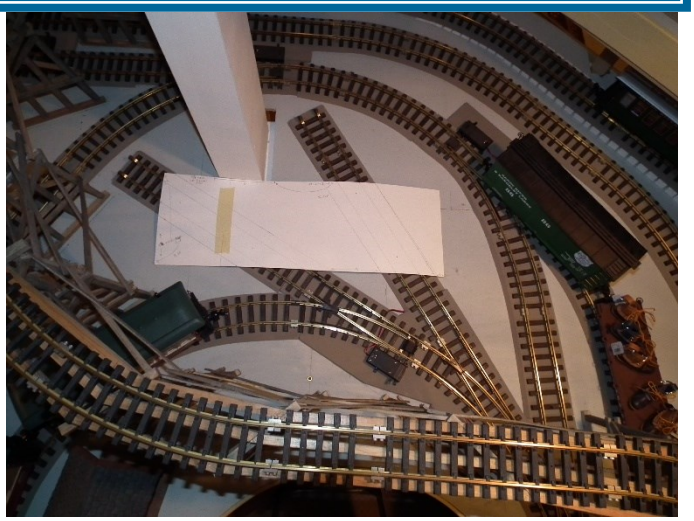
By Ray Parent

Several years ago we moved from Portland to a condo in Falmouth, necessitating the dismantling of my 2500' Garden Railroad. I am gradually replacing it with a four-loop bi-level indoor G Gauge layout of the Sandy River & Rangeley Lakes RR. The loops are fully operational, and now I'm into the building construction phase. Following is a brief summary of the design and assembly of the Forster Toothpick Mill, best captured in the iconic picture of SR&RL #18 pulling a mixed train in Strong after a trip down from Kingfield. All exterior components (except for the metal corrugated roof and hinges) were printed on my 3D printer.

Design: Since John Middleton helped me with the layout design, he insisted on adding as many sidings as possible to enhance operational reality on the layout. Little did I comprehend the challenges that would present in fitting all the buildings I wanted to build, especially the toothpick mill. Below is a bird's eye view of where the building will be sited. Note that it is bordered by a substantial column to the north and a trestle to the south and west. A partial building footprint in the second photo shows the need to have both the delivery and shipping sidings go through the building!



Construction: The building substructure was made from ½" plywood with rough cuts for all



the doors and windows. I used Titebond III (my favorite glue) to assemble the entire structure into two pieces. Note the building that juts out to the right, which will hide the base of the column.

MASKS

By Tami Paine

Tami Paine is still wearing a mask when she is at work as this picture shows. She has also been busy making masks and giving them away to help out during the pandemic. By early June she had already made 105 masks. She also used train material to make more masks, which she donated to the Great Falls Model Railroad Club. Before dropping off the masks at the GFMRRC door on her way to work, Tami used her phone to take a picture of them. She didn't go into the building, but a club member put the masks on the kitchen counter so other members could pick them up. George Pitchard agreed to let us take his picture wearing one of Tami's train club masks.

COLLABORATION WITHOUT CONTACT

By Dick Clark

During this COVID stay-at-home time, our neighbor (who is in his 80's) ran out of things to do and got bored. Because he likes woodworking, we thought he might like to try his hand at making a couple of "G" Gauge buildings. Using some spare wood we had, he began to create. First one building, then two, and more came along. Soon we had a village of six new little structures.

They were really cute but plain and needed some paint and personality. Our very artistic daughter saw a lot of potential in them. With some paint and a fine brush, she soon gave them all a special purpose.

The builder had only one request - that one would be a veterinary clinic for the animals. We ended up with a veterinary clinic, a R.R. station, ice cream shop, chocolate & candy store, a funky gift shop (The Purple Penguin) and a fire station.

We made a village! How fun!

CLUB SHIRTS

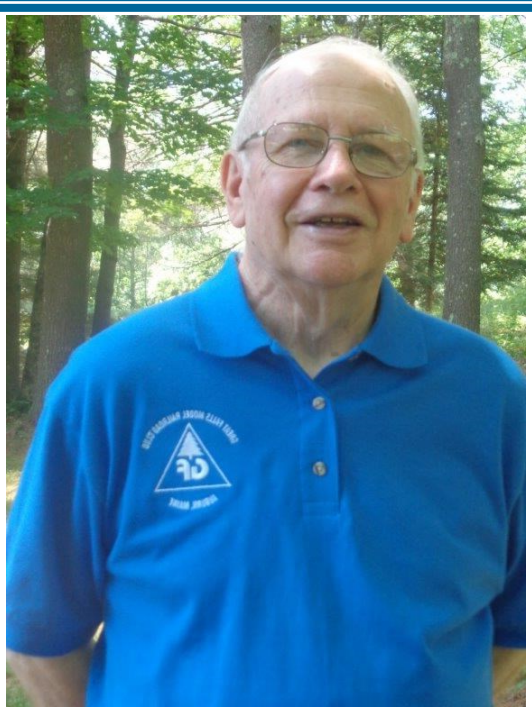
By Paul Lodge

The Great Falls Model Railroad Club T-shirts and polo shirts with the GFMRRC logo are available at the club store. Contact Eric Long or George Pitchard to learn when one of them will be there so that you can pick up and pay for your shirt. (Phone numbers and email addresses for these club officers are on the back page of the newsletter.)

We have a few extra shirts in all sizes in addition to those shirts that were pre-ordered, and we can place another order later if needed.

The shirts are a medium blue with white lettering. The design on the back of the T-shirt was duplicated from that on the most recent vest. A small copy of the same design is embroidered on the front of the polo shirt, which will be sold exclusively to club members. Both the T-shirt and polo shirt are available in adult sizes Small, Medium, Large, XL, 2XL, and 3XL. T-shirts cost $10 and polo shirts cost $20.

If it is more convenient for you, we can mail the shirt to you at an additional charge of $5 for postage. Checks can be made payable to GFMRRC and sent to Owen Buck, Treasurer; GFMRRC, 144 Mill Street, Auburn, ME 04210. Even if you pre-ordered, please let Owen know what style and size you would like sent to you.



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Upcoming Events

Recurrent Activities

Please check our web site on Facebook.

The club house is closed to non-members until further notice.

Operating Sessions
NONE UNTIL FURTHER NOTICE

Regular Monthly Meeting
NONE UNTIL FURTHER NOTICE

Spikey's Station

NONE UNTIL FURTHER NOTICE

Work Session

Every Wed. night—6:00 p.m.