



## September 2010 – Newsletter

Visit our club website – [www.SVGRS.com](http://www.SVGRS.com)

### SVGRS Calendar of Events 2010

**September 18** – Club Picnic

**September 23, 24 & 25 2010** Fall ECLS Train Show, Set up is the 23<sup>rd</sup>.  
Show is open 24 & 25

**September 26, 2010** – Open House Tom Brown Fairfield, Pa.

**October 20, 2010** - General membership meeting.

**November 13 thru December 25** – Rocky Ridge Christmas Magic.

**December 4, 2010** – Christmas Party at Cross Keys.

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**Open House Sunday September 26 1:00 PM till 4:00 PM** – Location, Tom Brown's, 215 Water Street, Fairfield, PA which is 8 miles west of Gettysburg on route 116, turn left on Water Street (Ventura's Restaurant on the corner) go 1 mile to Ranch Site on the right (probably Texas Longhorns in front). There is a Street Fair in Fairfield that day that you can visit.

### **Fairfield Pippenfest**

**WHEN:** Annually - the last weekend in September

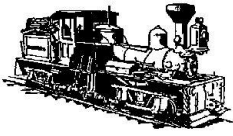
Saturday and Sunday, September 25 & 26, 2010

Saturday 7AM to 4PM; Sunday 9AM to 5PM

**WHERE:** Main Street, Fairfield PA 17320 (Adams County PA.) Fairfield is located 8 miles west of Gettysburg on PA Route 116.

**DESCRIPTION:** Annual street fair event held the last weekend in September with apple products, vendors with antiques, arts, crafts, food, music, antique car show, community yard sales, and more...

**CONTACT:** Fairfield Borough at 717-642-5640



## **Dale and Vicki Bricker Open House Events**

Victoria's Timeless Treasures & Dales Train Depot, 511 West Penn Avenue  
Robesonia, PA. Phone 610-693-4353

**Fall Open House Friday, September 10, 10 AM till 6 PM and Saturday, September 11, 10 AM till 4 PM**

**Village Fall Fest Saturday, October 9, 10 AM till 4 PM**

**Christmas Open House Friday, November 12, 10 AM till 6 PM and Saturday November 13, 10 AM until 4 PM.**

**Christmas in the Village Friday, December 3, 10 AM till 6 PM and Saturday, December 4, 10 AM until 4 PM**

Trains will be running for all events, Dale will also be running live steam.



## President's Message

The summer is about over and soon we will be putting our garden railroads away for the winter. The club was fortunate to have several members sponsor an **Open House**, and we thank them for their willingness to invite us to see their fine layouts. I am disappointed in the number of members who visited the layouts, for the most part there were fewer than 12 members out of 67 who showed up for most of the events.

**September 23, 24 & 25 will be the 2010 Fall ECLSTS Train Show**, Set up is the 23<sup>rd</sup>. Show is open 24<sup>th</sup> -- 25<sup>th</sup>. Bob Segessenman and Bob McCrea have agreed to co-chair this event. Thanks to Al and Janice Bernard for chairing the club's summer picnic. Thanks also to Marlyn and Doris Geesey for securing the Church Camp for the picnic site. Thanks to all who bring a covered dish to the picnic, for enhanced enjoyment of all members.

The present club directors' terms end in December. I have appointed Bob Segessenman (677-9770), Mel Pankuch (354-3108) and Marlyn Geesey (347-7637) to make up the Nominating Committee. If you would like to have your name included on the voting ballot, please let one of them know. We need members who are willing to step up and serve the best interest of our club, do not just sit back and fail to participate. This is an opportunity to shape the future of the club. The strength of any viable club is dependent upon maximum member participation.

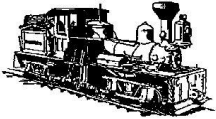
After many phone calls and personal contacts we were unable to get anyone to volunteer for forthcoming events (For example), The Christmas Party. This should not be a one or two person organization. Members should actively take a lead in all functions. Please call me (486-3489), if you are willing to chair any upcoming event. We will also need volunteers to run Trains at Rocky Ridge, we plan to start the day before Thanksgiving and run thru Christmas. We plan to construct a small display for Kissell Hill Nursery in return for their generosity (providing flowers and shrubs for our ECLSTS public layout displays).

Getting information for the club directory was like (pulling Hens teeth). We requested information in the last 3 newsletters, we called members who did not respond to the newsletter, some as many as 3 times and still have

members who have not responded. I apologize for the negative comments but things need to be said and things need to change.

We are planning to hold a weathering demonstration for the upcoming October 20 membership meeting which will include members practicing on a car they bring with them. Hope to see you at the Picnic and the Club meeting.

Walter Plank



## Financial Thoughts

The club has enjoyed a number of fruitful years and has been able to share many of the financial benefits to the members. The economy is very weak and our hobby has felt the results over the past 2 years. Manufacturers are struggling and new products are either on hold or slow to come to the market. Consumers are holding back and saving money for other priorities. Some folks may not realize that our income has been cut by 70%. Whether you like it or not the show monies changed the face of this club and gave us the ability to expand in all facets of the hobby.

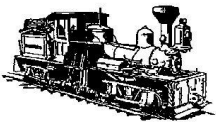
We have been informed the York Flower Show has been shut down for good. This is a loss of \$750.00 potential income. The nursery in Selinsgrove did not come through and that counts as a \$500.00 loss. The Pennsylvania Garden Expo Show (our largest single income) is in doubt again; therefore we cannot count on potential income from that source. We are now back to square one with the original show that our founder (Gene Boll) secured as the club's primary income. Rocky Ridge Christmas Magic

We were fortunate to be able to acquire our new trailer out of income garnered from past years shows. The new trailer and shelf fabrication costs were \$4500.00. The club also purchased several new G-scale specific items such as track, and engine and a trolley. Those costs were easy to absorb at the time and gave us better resources for future railroading. However, in light of the

burden the economy is putting on our hobby, we must now undertake an austerity program reducing the expenditure of club monies.

In the past, the total cost of the Picnic was covered by the Club as a way of saying, “Thanks for your help and dedication.” As we grew and secured more income, we did a major upgrade of the Christmas party. Over half of each member and spouse was covered from our treasury. The average cost the club funded was \$1100.00. With the initiation of a covered dish for the Picnic we have reduced some costs of this event. This year we will need to increase the amount each pays toward the meal for the Christmas Party. Additionally we will have to cut back on prizes and gifts, although we will continue the gift exchange at the party. Additional equipment purchases will be postponed until additional avenues of income can be established. We are not “broke,” but we must reduce money outlays for the immediate present.

Submitted by: The Executive Committee



## **Just how much pull do you have?**

We're all proud of the “motive power” we own and run, but just how much *pull* does your unit have? Is one engine enough and how hard, or close to it's capacity, does it have to work to pull your trains? I've wondered this myself especially when you see how much an engine might struggle with a specific set of cars or on a specific place on a layout. I've been especially interested after having done a maintenance repair on an engine for loose, striped or worn gears. There are a great many things that effect an engine's pulling power such as track work, grade, cleanliness of the rails and wheels, and the list goes on. For the sake of this article, I chose a section of my outdoor track that is level, straight and I believe, relatively true. I made sure it was good and clean for the test. To measure pull, I purchased a *Digital Pull Meter* from Micromark.



To safely attach it to an engine (or a string of cars) involves a little bit of home engineering. What my Dad came up with is simple but effective, and after a little extra modification, capable of handling some pretty big loads.



Testing an engine is as simple as connecting the meter assembly to the track and to the coupler of the engine, turning it on, and seeing what you've got by applying power to the engine.



The meter will beep when it detects a fairly constant value. This may or may not be your maximum pulling power, but it should be close. My Dad and I tested quite a range of engines with a few of the examples listed below.

<b>Num</b>	<b>Model</b>	<b>Manufacture</b>	<b>P-Axle</b>	<b>Weight</b>	<b>Pull</b>
1	S-4	USA	4	6.4 lbs	2.6 lbs
2	Shay (2T)	Bachmann	4	10.2 lbs	5.5 lbs
3	0-6-0 Tan	USA	3	10.2 lbs	3.8 lbs
4	SD-45	Aristocraft	6	14.6 lbs	5.3 lbs
5	FA3	Aristocraft	4	5.8 lbs	1.3 lbs
6	Mikado	Aristocraft	4	13.3 lbs	3.8 lbs
7	Mallet	Aristocraft	8	16.6 lbs	8.4 lbs
8	GP-38	USA*	4	8.0 lbs	2.9 lbs
9	C-21	Accucraft	4	14.5 lbs	2.8 lbs
10	K-28	Accucraft	4	19.0 lbs	5.4 lbs

\* ~ Equipped with traction tires.

Looking at this list you might notice a couple of things... For example, the heaviest [K-28] engine did not pull the most. The engine with the most powered axles [Mallet] did, but it wasn't the heaviest. The engine with the fewest powered axles [0-6-0 Tank] pulled as much, or more, than some much bigger engines, but given the total weight, that might not be too surprising.

<b>Num</b>	<b>Model</b>	<b>Manufacture</b>	<b>Weight</b>	<b>Pull</b>
1	RS-3	Aristocraft	3.3 lbs	1.8 lbs
2	RS-3	Aristocraft	6.4 lbs	2.4 lbs
3	RS-3	Aristocraft	7.2 lbs	3.4 lbs

Speaking of weight, the table above shows the obvious gain in tractive effort, for the same model engine, as total weight increases. There is a point of diminishing returns, and how much is really "too much?" You'll have to decide that for yourself. Just remember that the gears and gearboxes are probably not engineered for significantly more weight than installed by the factory.

So what does all this mean? Good question! For one thing, it means your G-scale engines are subject to much of the same forces and measures as the real thing. It means you want to match pulling power to the "weight" of your train just like the real railroad does with consideration for the elevations the line traverses. Consider how your engine's tractive effort matches up to how hard your train is to pull. For example, a 22 car coal train of mostly Aristocraft cars without any loads took over 5 lbs to move on a 3 % grade, but only 2.2 lbs on mostly level track. Roller bearings and regularly lubricating certainly impacts how hard any engine must work to move a train. Like the prototypes, you want to have sufficient pulling power for all your trains so that no engine becomes overloaded.

At the end of the day, this has been a fun exercise and a neat way to compare our equipment, but I doubt it will change the way my Dad or I run trains. It does quite graphically illustrate what we kind of already knew intuitively. When it comes to traction, weight matters along with the number of powered axles/wheels. Enjoy!

By Rob Segessenman Jr. with assistance from Bob Segessenman



Was given this 2009 photo at Durango for rail fest 2009 this would have been awesome to be there for that many engines

Turk



### **SVGRS Club Officers**

President – Walter Plank (717)486-3489 [walterplank@comcast.net](mailto:walterplank@comcast.net)

Vice President – Turk Russell (717) 762-8873 [1turk@embarqmail.com](mailto:1turk@embarqmail.com)

SVGRS Secretary - Bob Segessenman 717-359-8515, [rob@robotronics.com](mailto:rob@robotronics.com)

Coordinator of Layout Tours. Joe Mower [jhmower@aol.com](mailto:jhmower@aol.com)

Treasurer – Jeff Shubert (717) 530-0561 [shube@comcast.net](mailto:shube@comcast.net)

Newsletter Editor – Joe Mower (717)241-6483

### **Related Garden Railroad Businesses**



**Appalachian Gardens**- Specializing in miniature plants and trees for Garden Railroads. They also offer a full range of nursery products. Appalachian Gardens provides plant materials for club exhibits and displays. 717-597-8456 Tom & Fern McCloud Website, [www.smallplants4bigtrains.com](http://www.smallplants4bigtrains.com)

**Martins Greenhouse**

It is a small greenhouse business specializing in perennials. This includes rock garden plants & miniature conifers, which fit in well with garden railways.

Noah & Marian Martin, 5489 Division Hwy., Narvon, Pa 17555, Ph. 717-354-7546  
[martinsghse@juno.com](mailto:martinsghse@juno.com)

**Russell's Customizers** – Repairs to garden railroad equipment. (Aristocraft, Bachmann & LGB. Moderate pricing for Garden Railroad equipment, technical advice, rail mechanics & maintenance problems. Call evenings 717-762-8873 Turk & Renee Russell.

**Victoria's Timeless Treasures & Dale's Garden Railroad Depot** – Provides a full range of Garden Railroad equipment, accessories and supplies. They invite members to view their extensive multi-track layout. 610-589-9000 Dale & Victoria Bricker