

ELMHURST MODEL RAILROAD CLUB NEWSLETTER

CLUB HOURS

SUNDAY NOON TO 9PM OPEN HOUSE FROM 1 TO 4 PM FOR THE PUBLIC. PLEASE VERIFY WITH THE KEY MONITOR DURING OPEN HOUSE BEFORE OPERATING ON THE LAYOUT.

MONDAY 7PM TO 10PM OPEN OPERATION

TUESDAY 7PM TO 10PM CONSTRUCTION & MAINTENANCE

WEDNESDAY 7PM TO 10PM OPEN OPERATION

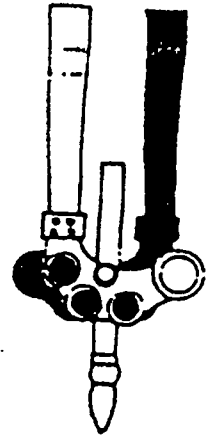
THURSDAY 7PM TO 10PM OPEN OPERATION

FRIDAY 7PM TO 10 PM OPEN HOUSE FOR THE PUBLIC. PLEASE VERIFY WITH THE KEY MONITOR DURING OPEN HOUSE BEFORE OPERATING ON THE LAYOUT.

SATURDAY 3PM TO 10PM OPEN OPERATION SCHEDULED NIGHT



The Orderboard January February March 2009



The Officers and Board of Trustees wish a Happy Holiday Season and a Joyous New Year to You and All.

YOU ARE INVITED

To The Annual Elmhurst Model Railroad Clubs

NEW YEARS DAY FUNFEST!

THURSDAY JANUARY 1, 2009

FROM 11:00AM TO 9:00PM

For more information call 630/530-9584



SUBURBAN TRAINS IN THE CHICAGO AREA

Recommendation: That "local trains to Rockford, Geneva and Elgin can be made self-sustaining and profitable, by encouraging a liberal commutation of fare to travel as far as Geneva and Elgin and by establishing as a fixed policy the continuance of these trains. "So wrote William H. Ferry to the Board of Directors of the Galena & Chicago Union on January 20, 1864. Can you image that a consultant existed in 1864?

Late in 1848 the G&CU commenced service from downtown Chicago (Canal & Kinzie) to the Des Plaines River. A "test run" was made on October 25, an "inaugural" run on November 20th and the company's annual report issued in 1849 reported that revenue started on December 15th. In 2008 this location is the border between River Forest and Maywood near the intersection of Lake Street and First Avenue with the most prominent feature to the site being a McDonalds restaurant.

Passenger trains service began on July 4, 1849, when the G&CU opened to Cottage Hill (Elmhurst). By late November the line had reached Turner Junction (West Chicago) and service to Elgin began on January 22, 1850.

The first Suburban train to operate in the Chicago area appears to have been operated by the Chicago & Milwaukee Railroad, the predecessor of the Chicago & North Western that built the rail line through the north shore suburbs to Milwaukee. In late July 1855 a suburban train was instituted at the recommendation of one of the company's conductors who had previously worked for a railroad in Boston.

The train departed Waukegan at 6:30 a.m., arriving Chicago at 9:00 a.m., returning with a 5:15 p.m. departure and scheduled arrival in Waukegan at 7:40 p.m.

What was to become the Northwest line of the C&NW was opened from Chicago to Deer Grove by the Illinois & Wisconsin Railroad, a six-foot gauge line. Construction beyond was conducted by the Chicago, St. Paul and Fond du Lac, a standard line which absorbed the I&W and changed its gauge to standard, later with the G&CU all became the C&NW.

For the next 143 years C&NW and Union Pacific, since 1977 on behalf of RTA and Metra, operated suburban trains between Chicago and Geneva. On January 23, 2006 the service was extended eight miles with station a La Fox and Elburn. This is railroad history and it is fun.

On New Years Day the club will have an election for a vacancy on the Board of Directors. Ballots will be available at the funfest on New Years Day. But for those who are not able to come to the funfest, absentee ballots will be after December 1, 2008. Check with a board member for the ballots. Be aware that the election closed at 3:00PM on New Years Day.

WANTED COLLECTIONS

Father & Son team looking for large, high quality collections in all scales. Specializing in HO scale.

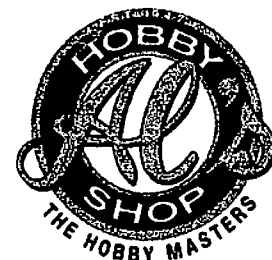
Resellers, but collectors too!

No collection too large!

Fair prices for entire collections.

Call Dan Toll-Free

@ 1-877-227-5557



HELP WANTED

In March 2009 the club will participate in two shows at Harper College and La Grange High School. The club needs your help in manning the tables we will have. A list will be posted on the bulletin board at the club. So if you can help please sign up. By signing up you will help spread the word about the club. Also you can get into the shows free.

**SCALE MODEL RAILROAD
SWAP MEET
PRESENTED BY
ELMHURST MODEL RAILROAD CLUB
630-530-9584 www.emrrc.org
FRIDAY JAN 16th, 2009
6:00 PM to 9:00 PM**

**REDEEMER CENTER
345 S. KENILWORTH
ELMHURST, IL., 60126
ONE BLOCK EAST OF YORK RD.
ON ST. CHARLES ROAD**

**ADMISSION \$5 CHILDREN & SPOUSES FREE
TABLES \$15 INCLUDES 1 ADMISSION
FOR TABLE RESERVATIONS CONTACT:
STEVE CERKA 1-530-309-8475
NOIDETAIL@COMCAST.NET**

This is a scale swap. Please no Lionel or tinplate

\$1.00 off with this flyer
Limit 1 flyer per person

SWAP MEET TOTAL FOR September 2008

SALES OF CLUB ITEMS	\$ 71.00
CONCESSIONS	\$ 62.00
TABLE RENTALS AND ADMISSIONS	<u>\$ 995.00</u>
TOTAL INCOME	\$ 1,128.00
EXPENSES	
MAILING	\$ 166.00
HALL RENTAL	\$ 300.00
TABLE RENTAL	<u>\$ 200.00</u>
TOTAL EXPENSES	\$ 666.00
NET PROFIT	\$ 462.00

The club has a web page
WWW.EMRRC.ORG

Read a story in Scale rails the magazine about track cleaning stuff. The list that comes to mind is automatic transmission fluid, Wahl's clipper oil, 91% alcohol, CRC2-26, Goo-Gon, NoNox, Citrus cleaners, Bright-boy, Crates, Masonite pads and some others. The person asks Scale rail (this is the magazine of the National Model Railroad Association) to look into the pros and cons of these products. I will keep you posted what ever I hear.

Notes from October 4th 2008 general membership meeting. The work on the building by the owner for the new store above us seems to be finished. Now we must pick up and clean the mess that is left. Various jobs will be done and help will be needed over the next few months, so if you come to the club watch for lists of thing that will be need help.

On the lease it seems that it is good to 2012, but the board is trying to lock up a new one. Because of some vandalism around the building there is now an inferred system installed by the landlord. Looking into a card/lock system for the club, and also for use on the cab cabinet. More about this as news comes out. No show and early closing by key monitors must be addressed; people are coming from a distant need to be sure some one is at the club.

Ed Reuter is looking in to a chair lift for the back stairs. The club has a 501CR tax status, so any thing that you give of value to the club is tax deductible. Your membership fee is not.

New facia board is being put up by Tom Fretch and crew. The new DC cabs should be in use by funfest they will look the same as the DCC but only work on DC.

Dues will be held at the same level for 2009 but, key monitors will not get a discount any more. The board has stated that work on Tuesday on the layout must not start without a board member being there. This is usually about 7:00PM.

The club knows that we are in tough time money wise please if you have trouble talk to the board.

Books for Sale

<!--[if !supportLists]-->• <!--[endif]-->The Second Diesel Spotter's Guide @ \$10.95 (Amazon.com \$10.75)

<!--[if !supportLists]-->• <!--[endif]-->Diesel Spotter's Guide Update @ \$7.95 (Amazon.com \$13)

<!--[if !supportLists]-->• <!--[endif]-->The New Train Watcher's Guide to Chicago, C1976 (Defunct Books \$12; AntiQBook \$22)

<!--[if !supportLists]-->• <!--[endif]-->Train Watcher's Guide to Chicago Supplement, C1971 (signed by author; Americana Exchange price \$15)

<!--[if !supportLists]-->• <!--[endif]-->Train Watcher's Guide to Chicago Third Edition, C1987 (signed by author; couldn't find any other price)

All books are used but in above average condition; no torn pages; soft covers are fully intact. I have quoted the original prices on two. The prices I have listed are for reference only. I would like these books to find a good home at a fair price. Please make me an offer via email at staggonsag@comcast.net.

NOVEMBER IS MODEL RAILROAD MONTH

If this newsletter gets out in time, we will be having an extra open house on November 15th, 2008 from 7pm until 10pm. Not only our club, but our neighbor, Lines West will also be open during this time.

I remember back in the day, that groups of us would make the rounds of different clubs at this time. It seems that we have all but forgotten this. What a thrill it was to go see the Batavia club. Too bad they're gone. What a most impressive layout.

Mike Hoffman B.O.D.

LOCKER AREA

If you have seen it by now, the entire area where the lockers are has been painstakingly cleaned. Thanks go to Nick Nowacki for doing this. A job well done.

Mike Hoffman B.O.D.

LAYOUT WIRING

As of this writing, there are 3 blocks left to rewire, and then the buss for the DCC LocoNet can be installed. As you look around the layout you might see some blue dots on the fascia. These are the locations of the DCC plug-ins, should a throttle battery go dead.

Also you will see some white and green dots on the fascia. The white dots are the locations of the electrical outlets and the green are the open house plug-ins.

Mike Hoffman B.O.D.

MAINLINE TRACK

Replacement of the mainline track will be an on going project over the next several months. The roadbed is in better shape than we thought, so this will quicken the pace.

We do need people to help remove ballast. We use rubbing alcohol poured over the ballast to soften the glue, then using something small like a flat blade screwdriver, getting the ballast from between the ties. Thanks to those who have already helped out.

Mike Hoffman B.O.D.

VENDING

Vasly has done an outstanding job at keeping vending stocked, and by the way, he also makes sure the candy and soda get over to Redeemer Center when it's swap time. Thank him when you see him. On a side note, the back soda machine was recently worked on. The compressor had gone out, Bob Pearson called the service tech, long story short, it works.

Mike Hoffman B.O.D.

A PERSONAL NOTE

Remember that this is a family club. Please act like mature adults and not like raving lunatics. I know for some that this is hard to do. But still, act your age and during open house, please keep the bad language for outside the club.

Mike Hoffman B.O.D.

VISITORS

Visitors are always welcome at the club, and not just during open house. Introduce yourself to them and make them feel welcome. During the iHobby show this past October, we had many visitors pop in during normal hours. I even heard that the owner of Con-Cor stopped down try out a new HO Electroliner model that his company is producing.

Mike Hoffman B.O.D.

What's going on in the back room and elsewhere? The new test track that will be in the area of block 3 is almost up and running. What's happening to the old test track, with a desk that Dennis Mess gave the club, Nick Nowacki, Darryl Van Nort and Bill Lavalie cleaned it up and sealed the top. There is a light above with an electrical outlet there also. Nick Nowacki put some hard work in the area and clean the area up, so keep it clean.

On the layout Tom Fretch with the help to Rob Lamp is refreshing the Boy Scout camp by Masa siding. The rock formation at the start of the new section is being worked on by Gib Allbach.

The relaying of new code 100 track 5-6-7 is being worked under the crew chief Mike Hoffman. Some of the helpers are Lou Maine, Darryl Van Nort, Nick Nowacki, Bill Lavalie, Frank Masa and others. The crossover and crossing at old 3-4 were removed by Derek White with new code 100 track laid.

Again just a reminder about your pop cans. Please put the in t red and yellow garbage can. The can is under the narrow gauge layout. Also if there is any pop left in them please empty them before putting into the can. If you also would take a little extra time and crush them. The crusher is by the front desk. Why? The club recycles and gets money back. Right now it's about \$.60 a pound.

In the last issue of the orderboard I did a story about the ball signals. This type of signal of course is not in use today, but it is still used in railroad lingo. Highball which means lets go or the track is clear ahead. This is a part of railroad history and operation.

C&NW nose bells: Nick Nowacki will install the bell for \$10.00 a locomotive. A point about the nose bell. C&NW was not the only railroad to have them. M.P., DT&I, Conrail also had some. If you want one installed contact Nick.

ONE BIG HAPPY/ by Rick Detorie

