



Lake Erie "N" Scale Society

"L.E.N.S."

April, 2015

News and Opinions
Monthly Meeting Info
Web Sites of Interest
Learning from Prototypes
Show Schedules
and more!



Over 30 years of promoting model railroading!

Welcome! LENS is a group of people with a common interest in modeling N scale railroads using the "NTRAK" modular concept.

Any time we meet and/or display our work and promote this hobby, we would love to have you join us.

This means that ALL of us have chances to participate in the hobby by helping with any or all of the following:

**Setting up / tearing down
Running trains
Sharing your knowledge
Learning something new
Answering questions
Hosting a meeting**

Notice that NONE of the above requires a module. We need your help... so bring yourself, your enthusiasm, your interest and your trains.

Thanks in advance for helping! Hopefully, we will continue to see you at the meetings and display events.

Come and join in the fun!

www.lensohio.org

The Lake Erie N Scale Society newsletter is published monthly for the sole use of its members by a crew of volunteers.

Opinions published here are solely those of the editor and/or the members of the Lake Erie N Scale Society.

This publication is intended to be a monthly newsletter describing the business, events and the common interest in N scale model railroading enjoyed by the members of the Lake Erie N Scale Society.

For information or questions regarding our Society, you may contact Dennis Lloyd at 440-352-7081 - or - (denlloyd@gmail.com)

Meetings normally start at 7:30 p.m., the fourth Friday of each month.

Last Month's Set-up

Last month was our annual set-up at Railfest. Although the size of our display was smaller as was the crowd, it still seemed to be a successful event. A big "Thank You" to all who helped set up, tear down, run trains, talk with the public, and man the sales tables.

This Month's Meeting

This month's meeting is at 7:30 at the home of Mike B. We need to finalize the Rails in the Park event by discussing times and procedures for set-up, running, the TV promo, and tear-down... For a program, Dave N suggested: "On a trip to a Railroad Prototype Modelers (RPM) meet in Greensburg PA a couple of weeks ago, D. Lloyd and I agreed that a short program for the next meeting at Mike B.'s would be in order besides planning for Railroads in the Park and before the Operating session.

I will admit to being the LENS greatest electronic dunce, so why not an electronic program, if for no other purpose than to educate ME, and maybe others as well? Let's be prepared for all of us to engage in a conversation about:

1. Basic electronic circuitry and symbols---how to read a simple diagram. Who will lead this?
2. Wiring for SPST, SPDT, DPDT switches. How to make the appropriate connections to the specific device. Any volunteers to lead?
3. What experiences does everyone have with mounting devices such as switch machines, printed circuit controls for signals, crossing signals, etc. under the layout or to the benchwork?
4. Best methods for organizing/hanging wires or bundles..

Next Month

We need a volunteer for the May meeting on the 22, or, since that is Memorial Day weekend, May 15.

From the Prototype

(Courtesy of Lou D.)

Lincoln's Funeral Car (Excerpts from Lincoln's Funeral Train by Robert M. Reed)

It did not start out to be a hearse car. During the early months of 1865, a detachment of workers began a project... The early construction plan was for a special train viewing car for Lincoln that could provide transportation... in various parts of the country.

Certainly it was no ordinary car. It contained a parlor, a sitting room, and a sleeping apartment, "all of which was filled up in the most approved modern style," ...Even the wheels of the car were especially made to fit on the various gauge (width) railroad tracks. Moreover, there were 16 wheels on the car, twice the number of traditional cars. This was an extremely helpful modification at the time since railroad track gauges varied from location to location. There was a second car, of which there was relatively little written... It was intended for [the] Lincoln family or a Congressional committee. This "family" car contained four compartments, including a parlor, chamber, dining room, and kitchen. It was even equipped with water tanks.

Despite all the elaborate planning and construction, President Lincoln never even saw the car much less enjoyed the comforts of its transportation. The assassination... immediately warranted dramatic changes in the decor of the train car... It was now officially the

Presidential Hearse Car. The... car would be redone and... would now be draped with black curtains. The entire... inside would be shrouded in black for the entire trip.

As a matter of course, the car bearing Lincoln's body would always be the last car of the train before the caboose. Ahead of the hearse car would be baggage cars and various passengers. The order never changed and the passenger capacity remained at around 300 people, however additional cars could sometimes be added as the need arose.

Most people would expect the Lincoln Funeral Car (perhaps the most historic rail car in American history) to be housed forever in some distinguished and enduring museum. In fact, the converted Presidential car that became a Presidential hearse on wheels... no longer exists.

Following the... trip from Washington to Springfield, the elaborately decorated hearse rail car was never used again by the federal government. In 1866, with the Civil War ended and the military controlled railroad system being returned to civilian control in the United States, there was no official use for it. Perhaps at that point some Congressional committee or... group of private citizens could have [saved] it for prosperity. [No] record has been found of any... successful effort.

Little more than a year... [later], the U.S. government sold the hearse car, which had logged less than 1,700 miles, to the Union Pacific Railroad for the price of \$6,800. Now it became the personal car of railroad builder and transportation legend Thomas C. Durant. [He] made most of his fortune acting as the chief financier of the Credit Mobilier of America, which funded railroad construction in general and the Union Pacific in particular.

Later Durant reportedly lost much of his wealth in the economic depression of 1873. It is likely that Durant was woefully short of funds when he sold the Lincoln hearse car

to the Colorado Central Railroad for \$3,000 the following year... The CCR... stripped it of all its elaborate trappings and decorations, and put it to use as part of the regular passenger service on the Colorado line.

They also made one other major change. The United States had finally adopted a national standard track gauge (width) for all the railroads in the country. Until that time they had varied, often depending on the preference of a particular railroad line. Incidentally, it had been President Lincoln who had initially signed federal legislation into law during the 1860s, gradually providing a uniform standard gauge for all railroads. Consequently, the once “universal” wheels on the former hearse car,... were replaced with the now standard eight-wheel carriage.

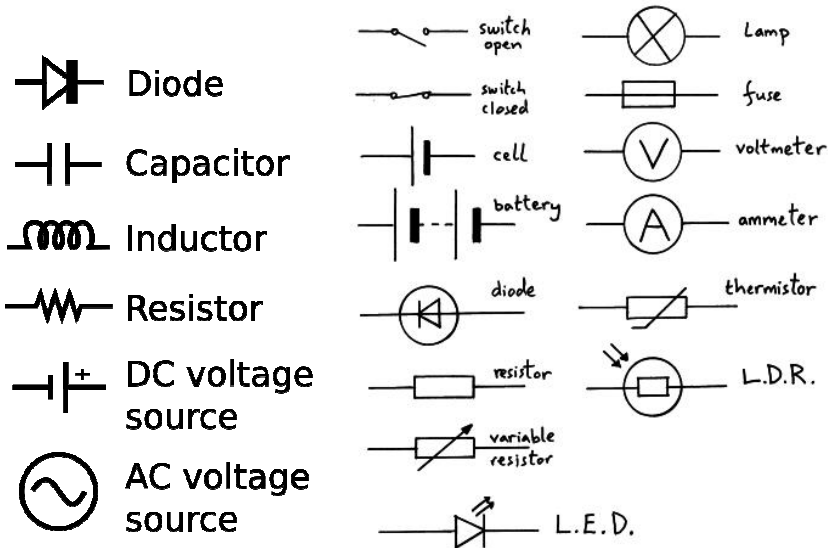
In 1898, it was sold again. This time the buyer was Union Pacific, the former owner. There was an effort, ... to restore the... car to its former glory. After some refurbishing, it was put on display at the 1904 World’s Fair in St. Louis. Barely a year later, the car was once again sold, and now the new owner was Thomas Lowry of Minneapolis, Minnesota.

The Illinois-born Lowry became an attorney. By the middle of the 1870s, Lowry had become deeply involved in the growing operation of the Minneapolis Street Railway. ...Eventually the enterprising firm was merged with a nearby St. Paul railway to create an “interurban” of sorts... At the zenith of his career, Lowry also served as president of the Soo Line Railroad. In 1905, while following his ambitious achievements, Lowry purchased the Lincoln hearse car. Optimistic plans called for again restoring the car to its original splendor and touring around the country as the last surviving part of the Lincoln Funeral Train.

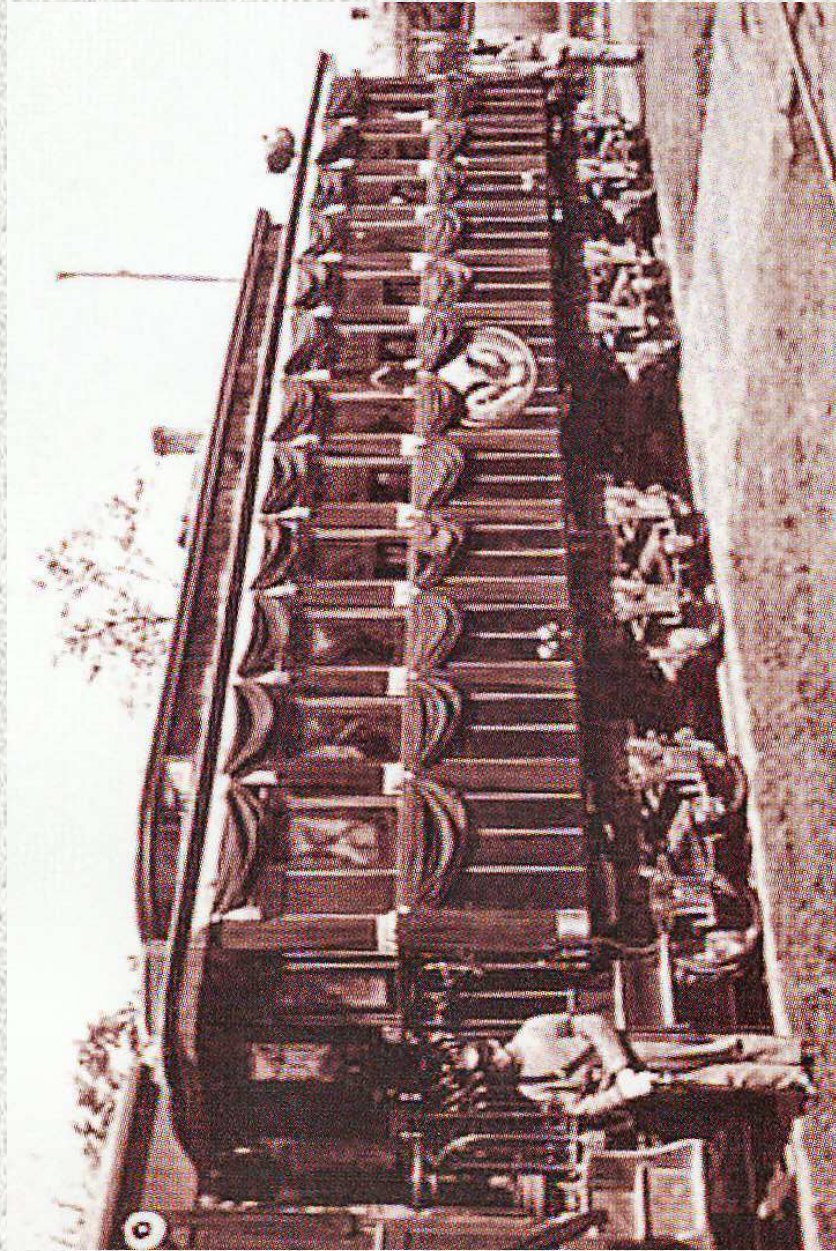


Once again such a grand idea did not come to much of anything. Some half dozen years later, on March 18, 1911, a... fire destroyed ten blocks of the small community of Columbia Heights in Anoka County. The town, just northeast of... Minneapolis, included a storage shed, which in turn held the nearly unheralded Lincoln funeral car. Remains of the once historic car were gathered up over the next few days by souvenir hunters.... Whatever had survived both the fire and the crowd's gathering was declared debris to be cleared away and destroyed. Generations later a limited number of the original hearse car furnishings are housed in the Union Pacific Collection at the Western Heritage Museum in Omaha, Nebraska.

Some Basic Electrical Symbols



“F.R.E.D.”



See you at the next station!

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