



L.E.N.S.

6051 Harrison St.
Mentor, OH 44060

Monthly publication of the
Lake Erie N Scale Society

PLACE
STAMP
HERE

N-TRAK
N SCALE MODULAR RAILROADING

April, 2004

First Class Mail

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!

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.

www.geocities.com/lensohio/

For information or questions regarding our Society, you may contact Dennis Lloyd at 440-352-7081 - or - (dlloyd@apk.net)

Meetings normally start at 8:00 p.m., the fourth Friday of each month.

Lake Erie N Scale Society

February, 2004

Eastlake, OH - coal delivery



Ken Strobel spotted this unusual combination of power returning home from Easter dinner. BNSF units 8844 and 8895 (SD70MACs) were positioned to make a coal delivery to the Eastlake generating facility. It is unusual to see any power this large making this delivery, as usually the tight curves call exclusively for 4-axle units. The only thing Ken could think of is that the radial steering of the 70MACs allowed this move. In fact, two CSXT units (ex Conrail 4410 and 4420) were parked around the corner, short of the Willoughby yard office.

Last Month's Meeting

In March, the membership of LENS participate in the NMRA Division 5's Railfest held at Lakeland Community College.

Because of the amount of time spent at Railfest, we do not have a "monthly meeting" at someone's house. We needed all of the help we could muster for the set up and tear down efforts—wow, did you respond. This was a large and reasonably smooth set up—thanks to all who were able to help! Thanks also to everyone that took a turn at manning the "sale table".

The weather cooperated (cold and snow), so the public came out in droves. All in all, it was a very nice swap meet.

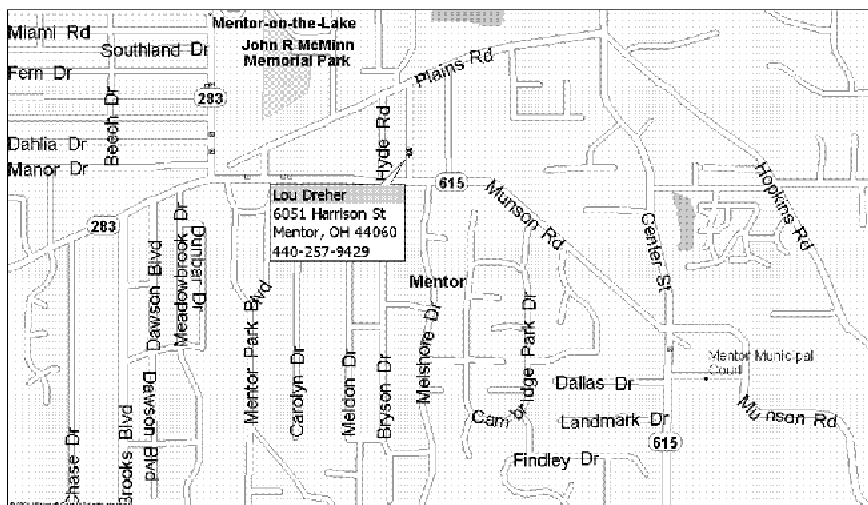


This Month's Meeting

April's meeting will be held at the home of Lou Dreher. We will be discussing the setup and success of Railfest, and planning for the upcoming display at the Farmpark the following weekend.

Lou will be revealing the details of a "project" that he has been "secretly" developing. You' won't want to miss this...

Meeting time is at 8:00 p.m. on Friday, April 23, 2004.



Don't forget the setup at the Farmpark, on Friday, April 30th. If you will not be at the meeting and wish to display a module, please contact Denny Lloyd. (440-352-7081)

As always, help with setup and tear down is appreciated!

Learning From Prototype

Lamp or lantern?



This is actually a railroad lamp, not a lantern. Lanterns and lamps differ from each other in both function and design. Lanterns were typically carried in the hand of railroad worker, while lamps were mounted or hung in a location and were only taken down to be cleaned.

The handle on this lamp often leads to the assumption that is a lantern. Furthermore, lamps used up to four lenses (one on each side) to amplify light from a kerosene burner, while lanterns used one circler globe to enclose a wick and burner.

The many railroads in North America used a wide variety of different lamps, semaphore lamps, classification lamps, train order lamps, bridge lamps, marker lamps, and switch lamps. This lamp design was commonly used as a marker or switch lamp. However, the final decision as to application of the lamp was up to the individual railroad at that time.

Although this lamp looks like is was made by Adams & Westlake of Elkhart, Indiana it was actually manufactured by Hiram L. Piper Company of Montreal, Quebec under license from Adlake.

For railroad crews of yesterday, lanterns were an essential item. Lanterns were used by railroad workers to communicate various signals at night. A Switchman and Railway Guard could "talk" directly to the Engineer to move the train as necessary with a simple wave of his lantern. "Trainmen's lanterns", mean that they were used by railroad crewmembers.

Lanterns tend to be classified into three categories. The earliest were the "fixed globe" lanterns manufactured from the 1840's while a more versatile removable globe lantern was developed in the 1860's. This finally evolved into the "tall globe" style of lantern which took interchangeable globes. Around 1914 the development of a third lantern style, the "short-globe" style was being used which took smaller interchangeable 3 1/4" globes. These were manufactured until the late 1960's when railroads completely phased out the use of kerosene-fuelled lanterns. In addition to trainmen's lanterns, there are also "conductors' lanterns", used by conductors in passenger service and "inspectors' lanterns" which were used for inspecting trains in terminals and yards. Lanterns also had different colored glass to indicate different meanings. Typical colors used were clear, red, green, amber and blue.



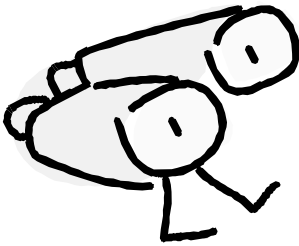
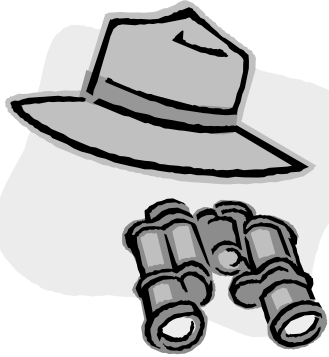
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Our "Annual Swap Meet", is now available at every meeting!

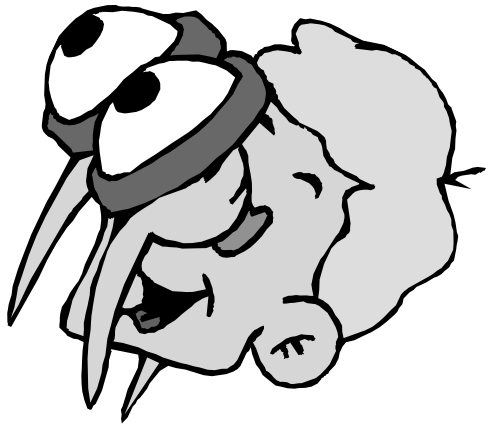
If you have surplus engines, buildings, rolling stock, modules, etc., bring them to any of the meetings to offer great deals to your fellow members.

Next Month's Meeting

We're looking for a place to hold the May meeting.



Want to volunteer?



Layout Planner

Venue	Lake Farmpark				
Set up	Friday	4/30/04	TBA	to	TBA
Oper.	Saturday	5/01/04	9:00	to	5:00
	Sunday	5/02/04	9:00	to	5:00

Venue	<i>“Capitol Limited” - 2004 N Scale East</i>				
Set up	Friday	8/06/04	TBA	to	TBA
Oper.	Saturday	8/07/04	TBA	to	TBA
	Sunday	8/08/04	TBA	to	TBA

Venue					
Set up	Friday			to	
Oper.	Saturday			to	
	Sunday			to	

*Don't forget to register yourself and maybe one or more modules, for the “Capitol Limited” convention in August!
www.bigtrainlayout.com*

“web.page”

Chuck Limbert sent in these web sites (with sample content) for your perusal. They are very interesting and entertaining. Enjoy....

www.spikesys.com/Trains/nickname.html

Indiana, Bloomington and Western	I Better Walk
International Great Northern	Irishmen Going North
Jacksonville Beach and Pablo	Jump Boys and Push
Jamestown, Westfield and Northwestern	Jesus Wept and No Wonder

www.spikesys.com/Trains/loco_bot.html

... “Feet first, I squeeze into the firebox, feeling for the floor, being careful not to dislodge any of the firebrick if I can help it. Inside, I reach outside for the trouble light, locate the pickaxe, and break up the clinker. I toss the loose pieces of clinker out into the bucket, and take the light...”

www.spikesys.com/Trains/rr_slgns.html

Georgia Railroad	Courtesy, Safety, Service
	Old Reliable
Grand Rapids and Indiana	The Fishing Line
Grand Trunk	The Good Track Road

(Continued from page 7)

Lamps are distinguished from lanterns by their construction. Usually constructed as a solid metal cylinder, lamps had one or more lenses used to transmit light from an interior source. Most lanterns in contrast however, are essentially a metal "cage" containing a translucent globe that protects the light source.

Many types of lamps were used in railroad service. Marker Lamps, which were hung on cabooses to indicate the rear end of a train, Semaphore Lamps, which were used in signaling, and Switch Lamps, which indicated how a switch was to be set. Finally, Classification Lamps hung on a locomotive to indicate the class of the train. Depending on their function, lamps could have a single, or multiple lenses, and some lamps had lenses of different colors.



Generally lamps were painted either black or "safety" yellow. Although the railroads phased out combustible-fuel lamps years ago, many collectors and organizations find time to restore and proudly display them, in their homes, offices and of course, museums.

Visit our web site at www.geocities.com/lensohio/

“F.R.E.D.”



See you at the next station!

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