JANUARY EVENT

LITTLE RHODY DIVISION JANUARY MEETING

DATE: **JANUARY 6, 2024**
LOCATION: **ROGER WILLIAMS PARK BOTANICAL CENTER, CONSERVATORY 3**
TIME: **9 AM FOR COFFEE AND MEETING**

For January, we will be meeting at the Roger Williams Park Botanical Center, Conservatory 3. We will start earlier than usual with a 9 am coffee and meeting start (we'll save the conversation for after the meeting). Also, the meeting will be an abbreviated version (we should end around 10 am) and there will be time to view the two G-scale model railroad displays in conservatories 1 and 2. After the meeting and viewing the two layout displays, we can adjourn to Gregg's on Post Road, Warwick, for lunch if anyone desires.

A reminder to those who set up the trains that break down day is Monday, Jan 8 at 10 AM.

To get to the Botanical Center:

From the South: take route 95 north to exit 33B; go left on Elmwood Ave, through the traffic light and take the next right into the park. Follow the signs to

the Botanical Center, but before you get to the parking lot, turn into the drive that refers to Maintenance parking. There's parking along the left side with some handicap spots as well. There is a gate for handicap – go through it and enter the first conservatory (this is #4), on the right. About ½ way up, go left through the walkway into the conservatory in which we will be meeting. You will notice some benches and further down some tables and chairs. You've arrived.

From the North: take route 95 South to exit 33B (I believe you can exit to Elmwood Ave from here – then follow the directions above). If not, go to Park Ave and follow Park Ave to the park entrance across from Park View Middle School. Again, follow the signs and just past the parking lot entrance for the Botanical Center is the Maintenance drive mentioned above.

If you have serious difficulty walking or need wheelchair assistance, go past the parking area and just before gates into Maintenance parking on the left is a gate that should be open. Swing in there and park behind the conservatory. Enter through the doors at the back of the building.

Spouses and guests are always welcome. Hope to see you all at the January meeting.

Rhode Island PBS Weekly

Watch the episode of Channel 36 Rhode Island PBS Weekly featuring an interview with David Kiley and Sue Osberg about the trains at the RWP Botanical Center.

Click on this link for Rhode Island PBS, then scroll down and click on 'Program Schedule'. Scroll down past the TV Schedule. Look for 'Local Productions' on the right and click Rhode Island PBS Weekly dated 12/17/2023. Our train

display is featured in the third and last segment of the program.

Clinic #1: "All Aboard for The Holidays"

Sue Osberg will be presenting a slideshow on the Train Display at the Roger Williams Park Botanical Center that members of the Little Rhody Division planned and created for their Holiday Display.

Clinic #2: AP Program (TBD)

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DOWNSIZED DELIGHTS: Exploring the World of Model Trains

Discover personal tips, knowledge, and experiences of fellow members

MID 1800 LOCOMOTIVE POSTER

Contributed by Dave Kiley

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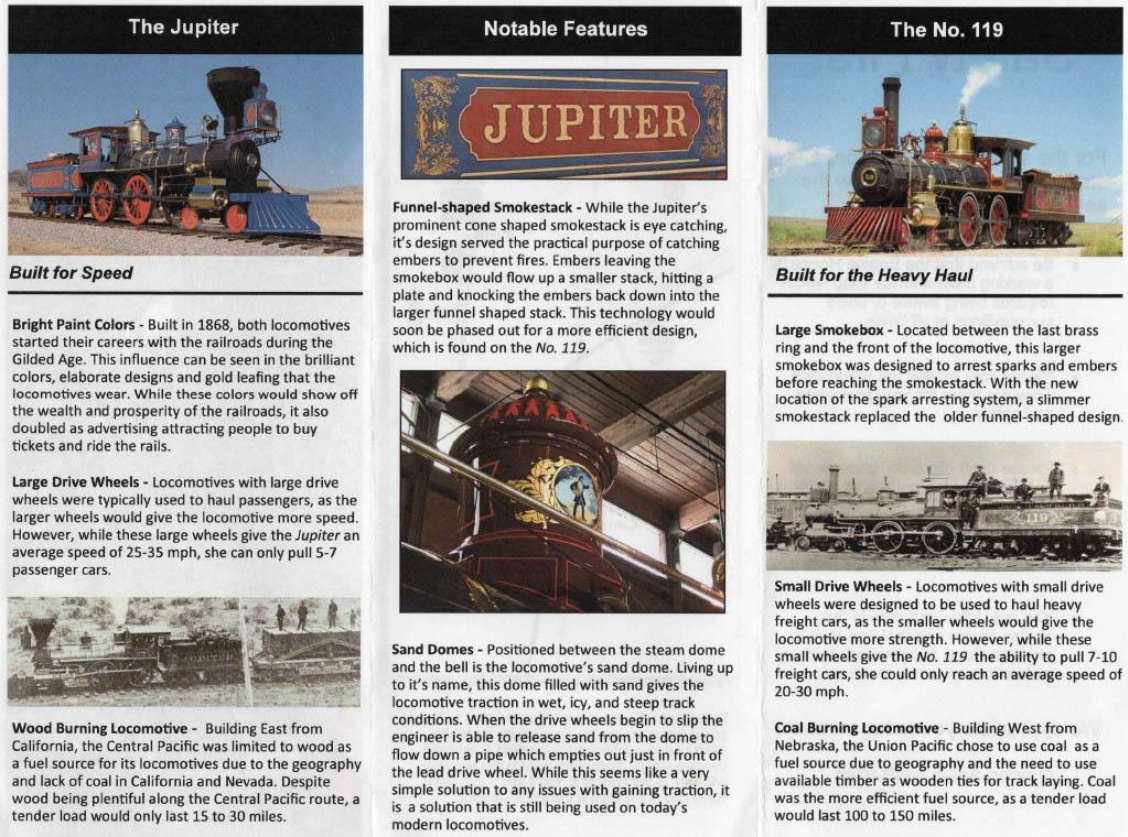

The Jupiter

Built for Speed

Bright Paint Colors - Built in 1868, both locomotives started their careers with the railroads during the Gilded Age. This influence can be seen in the brilliant colors, elaborate designs and gold leafing that the locomotives wear. While these colors would show off the wealth and prosperity of the railroads, it also doubled as advertising attracting people to buy tickets and ride the rails.

Large Drive Wheels - Locomotives with large drive wheels were typically used to haul passengers, as the larger wheels would give the locomotive more speed. However, while these large wheels give the *Jupiter* an average speed of 25-35 mph, she can only pull 5-7 passenger cars.

Wood Burning Locomotive - Building East from California, the Central Pacific was limited to wood as a fuel source for its locomotives due to the geography and lack of coal in California and Nevada. Despite wood being plentiful along the Central Pacific route, a tender load would only last 15 to 30 miles.

Notable Features

JUPITER

Funnel-shaped Smokestack - While the Jupiter's prominent cone shaped smokestack is eye catching, it's design served the practical purpose of catching embers to prevent fires. Embers leaving the smokebox would flow up a smaller stack, hitting a plate and knocking the embers back down into the larger funnel shaped stack. This technology would soon be phased out for a more efficient design, which is found on the *No. 119*.

Sand Domes - Positioned between the steam dome and the bell is the locomotive's sand dome. Living up to it's name, this dome filled with sand gives the locomotive traction in wet, icy, and steep track conditions. When the drive wheels begin to slip the engineer is able to release sand from the dome to flow down a pipe which empties out just in front of the lead drive wheel. While this seems like a very simple solution to any issues with gaining traction, it is a solution that is still being used on today's modern locomotives.

The No. 119

Built for the Heavy Haul

Large Smokebox - Located between the last brass ring and the front of the locomotive, this larger smokebox was designed to arrest sparks and embers before reaching the smokestack. With the new location of the spark arresting system, a slimmer smokestack replaced the older funnel-shaped design.

Small Drive Wheels - Locomotives with small drive wheels were designed to be used to haul heavy freight cars, as the smaller wheels would give the locomotive more strength. However, while these small wheels give the *No. 119* the ability to pull 7-10 freight cars, she could only reach an average speed of 20-30 mph.

Coal Burning Locomotive - Building West from Nebraska, the Union Pacific chose to use coal as a fuel source due to geography and the need to use available timber as wooden ties for track laying. Coal was the more efficient fuel source, as a tender load would last 100 to 150 miles.

The leaflet above explains the difference between a passenger engine and a freight engine of the mid 1800's. Note the underwhelming number of cars that can be pulled by each. It also explains the reason why each company choose a different fuel and how limited wood fired locomotives where.

Contributed by Dave Kiley

Winter Issue of the Dispatch

Here is the Winter Issue of **The Dispatch**. Sixty-three pages of micro layout goodness to tide you over any duller moments in the holidays.

Thanks to Jeff Nigrelli for sharing this with everyone.

BUILDING THE BARN DOOR

Contributed by Steve Erickson.

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Building the Barn Door

Last time we talked about doors and windows. This time we are going to look at ways to build commercial or barn doors. Whether you are building an industry, a barn, or even a business there is probably a need for a receiving door or platform. These doors can open out or in, but the preferred way is to slide them open on a rail attached to the top of the door. Often the door is in two pieces, with each piece sliding in a different direction. This cuts down on the space the door would take when open, or allows opening of only one side if needed.

Commercial doors can be modeled three ways. First, some kits in plaster, plastic or resin come with these doors molded in. They simply require careful painting. But the detail tends to be a bit blurry, even on the best models. So you can cut out the premolded door and do something more interesting and realistic. Also, if you are scratchbuilding, you don't have this option.

The second option is to buy plastic castings or laser cut wood doors. Tichy (https://www.tichytraingroup.com/) sells a wide variety of door castings that are fine for scratchbuilding. Some will even replace the molded on doors on the kit, but careful measurement is required for that. Rail Scale Models (https://www.rail-scale-models.com/HO-Laser-Cut-Windows-and-Doors) has a huge selection of doors and windows laser cut from cardstock that are easily assembled. The advantage of the Rail Scale Models kits is that each subassembly can be painted a different color prior to assembly.

Rail Scale Models kit Tichy Casting Scratch

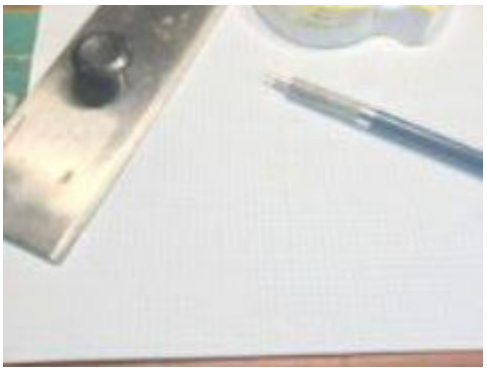
Finally, you can make your own! Some stripwood, a piece of graph paper and double sided tape does the trick.

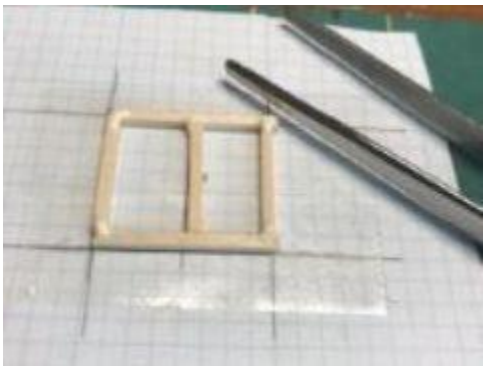
First, draw the final size of the door on the graph paper. Make the template the size of the door, but be sure to extend the lines in each direction, since the template will be covered with wood. 1/8 inch graph paper works for HO. Then cut out the template and attach it to your work surface with tape. Next, add double sided tape over the template. Use 2x6 stripwood to overlay

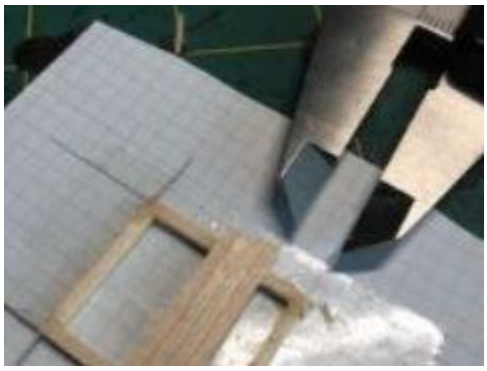
the template (this will be the actual door). Apply a tiny amount of glue to each piece of wood, making sure each row is even. Leave some overlap on both ends. Then cut it to uniform size using the template line extensions you previously drew.

Now comes the trim. You can use 2x6 or 1x6. Frame the exterior of the door (up against the edge on all four sides. Then run two pieces down the middle to simulate the doors. You can add x beams in each door if you like, but make sure they are uniform and each door beam matches where it's counterpart on the other door hits. You can build this in two pieces to attach to the walls on either side of the opening to have an open door if you want to construct an interior.

Finally, the doors need rails along the top edge for them to ride along when opening them. A plastic L-girder, or two pieces of wood in an L shape will be sufficient. You can also add hinges if appropriate and small pieces of wood (or wire) for more details. Finally, a little weathering always helps!







FUTURE EVENTS

February

Saturday, February 3rd

AP Program

March

Saturday, March 2nd

AP Program

Malcolm Houck, Vice President of the Hub Division

Detailing / building / steam locomotives

April

Saturday, April 6th

AP Program

** Contact David Kiley () or Tom Emmett () if you have any suggestions for future events, or if you would like to provide a virtual tour of your model railroad.*

SOCIAL MEDIA

FACEBOOK

LITTLE RHODY DIVISION "PAGE"

Please take some time to visit the Little Rhody Division Facebook *Page* and newly created Little Rhody Division *Group*. Events will be posted to the FB Page. While there, “Like” the page so you will receive our posts.
https://www.facebook.com/LittleRhodyDivision

LITTLE RHODY MEMBERS "GROUP"

It is my intention that this Group be used for discussions on model railroading topics between members of the Little Rhody Division and their acquaintances. As a member, you are able to share photos and other media. This is a private group and you must request to “Join” to be able to participate. Join us and start a conversation.
https://www.facebook.com/groups/LRDGroup

LITTLE RHODY T-TRAK "GROUP"

This group was started by David Dekonski in 2016 for communications between Little Rhody members interested in T-TRAK. This, too, is a private group you must request to "Join".
www.facebook.com/groups/1557631501142025/

The link to the Little Rhody Division "Page" will appear at the bottom of every newsletter. Both "Groups" may be accessed from the Page. Contact me, Linda Bergemann, if you have any questions.

YouTube

Little Rhody Division has a YouTube channel where recordings of our monthly events are available for viewing. No new videos were added this month.

Like Facebook, the link to the Little Rhody Division YouTube "Channel" will appear at the bottom of every newsletter. Contact me, Linda Bergemann, if you have any questions

LITTLE RHODY BUSINESS

Minutes - LRD Meeting 09 December 2023

Minutes - Annual Meeting 17 June 2023

As always, please contact me with any questions or issues. If I don't know the answer, I will pass it to someone who can. Also, if you have any suggestions for future events, please let me know.

Stay well,
Steve Ryder

Newsletter Composer
Little Rhody Division NMRA

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