

Herbert Koch – President
 Edward Carter – Vice President
 Robert Ciolino – Treasurer
 Joseph Oster – Secretary



Directors: Edward Zeglicz
 Kevin Barry Michael Fradin
 Swav Kojro Jeffrey Mills

Areas That Needed Work or Improvement for May 2021

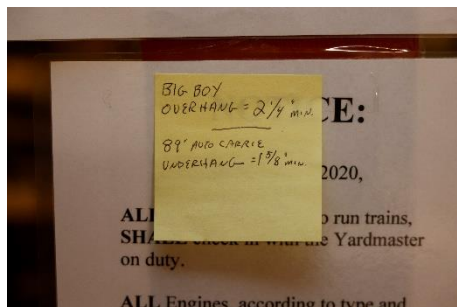
The Big Mountain on the Main CLRC Layout was started by Steve Goshko many years ago. With Jeff Mills, they are working at putting in snowsheds which will keep the trains from being stopped from any avalanches. They have removed the metal sliding doors that hid the interior of the Big Mountain. Steve made a temporary snowshed to see how it would fit. Jeff asked if I could bring in the UP Big Boy to check the clearances with the snowsheds. Next Steve will build the permanent snowsheds and Jeff will install them into the mountain.



Metal Sliding Doors are removed



Herb measures Big Boy Clearance



Jeff documents clearances



Big Boy Clears Snow Shed



Look Inside Big Mountain



Three Types Of Snow Sheds

On Track 97 we were having problems with engines stopping at switch 95 when running in the counterclockwise direction. There was no power to the switch. It worked OK when the trains were running clockwise. (It turns out that the train wheels were “jumping” power to the unpowered rail. I got jumper cables to see if there would be a way to get power to the track and found out that when the two outside tracks were “jumped” power got to the track. It was worthwhile to solder a jump wire from the outer rails. Problem solved.



Switch 95 On Track 97, No Power



Jumped Track – Problem Solved



Trains Running Again

The station platform on tracks 98 and 99 was clipping engines. If the engine had any kind of an overhang, it would knock the platform into the other track causing a derailment. Jeff Mills came to the rescue and extended the platform to clear all engines. Now there is no concern regarding hitting the platform



Clearance very tight on platform roof Platform extended to clear engines Engines no longer hit platform roof

Part of the Big Mountain's plan was to grow a dense forest on it. Joe Oster began planting trees to better get that deep mountain forest look. Each tree needs to be fitted, reviewed, and then staked with glue. The mountains look much better with the additional trees.



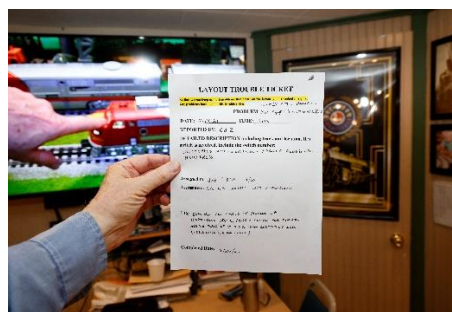
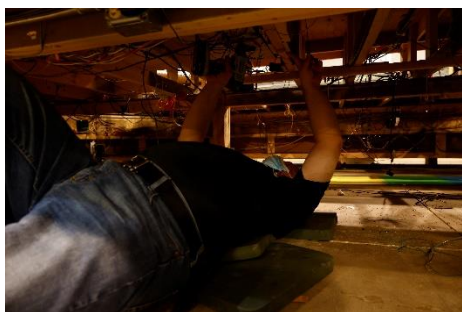
Joe scouts out the forest, the first tree is positioned, and the next tree is selected, and the process continues.

Wiring is a key part to any electric train. We are no different. Our key member under the layout is John Billone. Today there is a concern about relays giving the correct power to one of our crossovers.

There have been many times when things have gone wrong. When that happens, a "Layout Trouble Ticket" is filled out. Joe Oster was assigned two of them to fix. The first one was for switch 63, it would not work. Picking up track on our layout is a significant task so a replacement switch was purchased prior to the work. When Joe was able to lift up the track, he found that it was jamming because of ballast, or another contaminant was interfering with the switch motor mechanism. He cleared it, reinstalled, tested it and it is working fine.

The second "Layout Trouble Ticket" (LTT) was for wheel arcing on the crossover track on track 96. Joe Oster and Jeff Mills reviewed the spike and rail positions and spaced them a little more to reduce the wheel arcing.

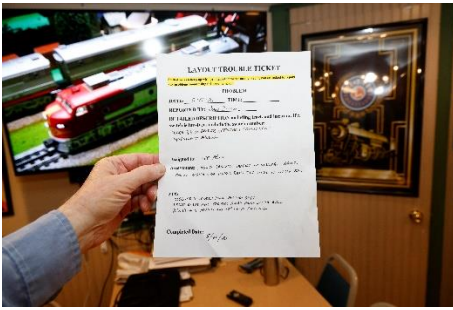
We are getting ready for our 2021-2022 Open House season. Phil Partenach is making sure the diner is ready.



John Wiring Under Layout

LTT – Switch 63 Not Working

Switch 63 Fixed



LTT – Excessive Arcing



Crossover Track Reworked

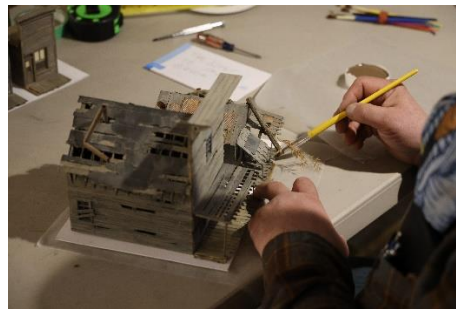


Phil Sweeps Up Diner

Jeff Mills saw that the mining ghost town has needed to be positioned and secured into the mining area. When track or scenery maintenance is needed, the ghost town buildings need to come up. Jeff put the ghost town buildings on platforms for easy handling. He also wanted to make sure that our pedestrians were able to go from Union Station to the “L” platform. He modified the steps from a track crossover to accommodate the needs of our citizens.



Jeff Mounts Buildings on Board



Cleaning and Gluing



Cutting and Gluing “L” Staircase



Stairs Sized



Stairs put into position



Pedestrians Try Out New Walkway

The Beltline RR backdrop has been deteriorating with separation of the molded rocks to the back support and lack of ballast along the tracks. We asked Joe Oster if he could fix and update the Beltline RR scenery. Joe took on the mission. He shored up the backdrop and resecured the rock face to the backdrop. Regarding any areas that needed ballast, Joe took care of that also. The Beltline RR looks so much better.



Joe Securing Rock Facia to Backdrop



Switch Sign is Secured



Job is done to Joe's Satisfaction

There has been a long-standing tradition when a mishap occurred, there would be full discussion and maybe a few laughs. While this has not been publicized that much, we decided that it would be time to include our latest one. The logging Shay was on its way to the lumber mill. En route, members thought it was stuck in the helix that goes from the forest to the lumber mill. Ed Zeglicz directs his brother Tom to go under the layout to find the Shay and its consist. It was derailed and Tom got it back on the track. Ed started it up but could not see where it was going or even if it was moving. He gave it more power and still could not see it. And then he gave it full power. Still nothing...until the sound of a crash in the forest was heard. Our latest crash! Reporters and photographers were sent out to the scene. Fortunately, no one was hurt.



Ed and Tom look for Shay in Helix, Unknown to Ed, the Train Makes for the Logging Forest at full speed, Ops!

Despite the challenges of the Covid 19 pandemic, we safely take a moment from the pandemic and enjoy running trains at our wonderful facility and take time to enjoy each other's company. We will be following the State of Illinois' guidelines to open up the club for more flexibility in running trains and having our events.

I want to personally thank all members for continually supporting our train club in these tough times. We will get back to normal, including our Open Houses. Right now, you can come in on Saturday or Wednesday between 9:00 am and 3:00 pm without an appointment. Run times are as before, first come first served, signing onto the Run Board. Looking forward to seeing you.

Railroading Merit Badge is coming up September 11, 2021. Please let me know if you can help. THANKS!

Regarding our current Club Car, Lionel has scheduled the car for June 2021. If you have not ordered your car yet, it is worthwhile to order and send the completed application to Bob Ciolino. [ORDER FORM](#)

We got the prototype. Lionel asked if we wanted bright as in the doors or dark as in the body. The Board liked the contrast, and this is the view. We think that the difference accents the car quite nice.



Story and Pictures by Herbert W. Koch

Please let me know if you want any of the pictures in full size.

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