

MODEL RAILROADERS
National Model Railroad Association, Midwest Region, Rock River Valley Division

FLIMZIE



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Fall 2011

SUPERINTENDENT'S REPORT
by John Mann

Farewell and So Long Bob!

Hello fellow modelers, a new RRVD model railroad year is upon us! We have a full year planned, packed with clinics and layout tours. As usual, we will make our trip to Trainfest in Milwaukee and hold our annual Show & Sale in March. However, due to space issues at Midway Village and Museum Center, we have decided to discontinue our annual November Midway Village Show.

Our first meeting will be Sunday, September 11 at Midway Village starting at 1 pm. As with past September meets, it will be rather informal, with members bringing pictures of their summer activities. Please contact Jim McQueeney if you want to present.

At this time, I would like to make an announcement regarding our newsletter, The Flimzie. Reluctantly, I have accepted the resignation of Ron Anderson as Flimzie editor. Thanks Ron! Our new editor is Jim Saska, who's been involved with the RRVD since 2000.

Our ultimate long-term goal with the Flimzie is to go completely electronic. This will reduce the Division's costs and improve the efficiency of our communication capabilities. Also, doing color photography will be easier. We realize this will not be accomplished overnight; however, we hope to make significant progress in the next couple of months. We will continue our policy of no children's photos. Please furnish your email address to Mike Schmitz at webmaster@rrvd-nmra.com. We will continue to provide hardcopy via snail mail to members without computers. My goal is to reduce the hard copies to twenty-four or less over time.

The next Midwest Region Board of Directors Meeting is September 10, 2011 in Salon C at the University Plaza Hotel, 3001 Northwestern Avenue, West Lafayette, IN from 10am-12pm Eastern time. They have rooms available for \$99 and there will be an operating session on Friday night. I will be going early Saturday if anyone wants to go along.

Finally, our friend Bob Guinter is "retiring" at the age of Ninety to Green Bay, Wisconsin. Bob was paymaster for many years and was instrumental in running the Division. We wish him well. Till next time.

Bob Guinter received his first electric train when he was nine months old, his first Christmas, and started scale modeling in 1948 while in college. In 1949 Bob joined the NMRA and is currently a life member. He has attended twenty-four national conventions in all and gave clinics at two of them. Bob has also been a life member of the Midwest Region and gave many clinics at those meets.

Bob's favorite memory as a model railroader is when he met the famous modeler John Allen at the 1960 convention in Chicago while serving as a contest judge. Since Bob was "still a rookie", he asked John for his advice. John took him under his wing and helped him learn how to be a judge. According to Bob, "...a more congenial man you would never find." Bob also worked with Brad Bradley on the development of the NMRA Standards Gauge and authored a Recommended Practice sheet on wheel and axle dimensions.

When people ask Bob what he has received from being a participant with the NMRA, he tells them "... any organization is like a bank account-you only get out of it what you put in." His "deposits" show this idea through the large circle of friends he has made from all over the world through his attendance at these National conventions. Next summer, Bob plans on attending the National in Grand Rapids, Michigan for a special reason. His daughter will be giving a clinic there on "The Life of a Native American Woman".

Bob has "thoroughly enjoyed" being a part of the RRVD and will miss every one of you. **Thank You!**

Bob Guinter(center) at Jack Ossola's Granville, IL on June Junket



FLIMZIE - The NMRA Rock River Valley Division Newsletter

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From the Dispatcher's Desk

by Jim Saska

Membership Application
National Model Railroad Association, Inc.
4121 Cromwell Road
Chattanooga, TN 37421

	Enclosed Amt of Annual Dues*
Regular Membership	\$58.00
Family Member (Spouse or Minor Child of Member)	\$8.00
Student Member (Under 25 Years)	\$24.00
No Scale Rails & NMRA Bulletin Membership	\$39.00
Sustaining Member (Club/Business)	\$97.00
Midwest Region Waybill Subscription	\$6.00

(NOTE: Life Membership No Longer Available)

Name: _____

Street Address _____

City: _____ State: _____ Zip: _____

*as of 12/25/06

As John mentioned in his report on page one, I am the new editor of the Flimzie, taking over Ron Anderson's role that he did so well for the last several years. I have been an active member of the RRVD since 2000 shortly after moving to the area from Virginia. My interest in trains started when I was four and was given a Skillcraft wooden train set. I remember taking the bus with my mother and siblings to the downtown Chicago Marshall Field store and begging her to buy me a new train car or piece of equipment for my set. As I grew older and my family moved to Virginia, my interest in trains waned and I actively pursued other interests. Years later in the early 1990s, while doing some Christmas shopping, I came across the Marklin line of trains and equipment and was instantly impressed with their high level of detail and realistic look. I started going to train shows, particularly the annual show held at the Science Museum of Virginia which was the former home of Richmond's Union Station which the old RF&P line used as its base in Richmond. Ironically, the train club that put on the show was aptly named "The Richmond Freelance & Prototype club". Unfortunately, at the time I did not have sufficient room in my house to build a layout so I settled for purchasing train cars and track to put around my Christmas tree. Then, a job change and move to Illinois changed all of that, and suddenly, I finally had the space to start building a layout.

In future editions, I will continue my discussion about building my layout and modeling experience as well as interview various members of our group to learn about their experiences as well.

ALL ABOARD FOR TRAIN FEST 2011

Ray Dyreson, Trip Chairperson

On Saturday, November 12th, RRVD is again chartering a bus to Trainfest in Milwaukee. Trainfest is the biggest train show in the Midwest, if not the country. If you've never been to Trainfest and are interested in model trains, you need to go. If you went to previous Trainfests but didn't go in the last few years, you need to go again. Come with us on the RRVD bus. There will be fun, prizes, and friendship.

So join us for a fascinating day of model railroad fun. And, it sure is relaxing to ride back home after a long day of walking through Trainfest, sharing your new treasures, watching new videos, or just napping.

Cost for the bus trip and TRAINFEST admission will be \$25 for those 15 or older and \$15 for those under 15. With fuel prices, parking, and the admission charges, \$25 is a really great price!

Our bus will leave the Clock Tower's lot promptly at 7:30 A.M. so plan to be at the bus by 7:15AM. If there is any interest, we will again make a brief stop at around 8:00 AM in the Beloit Menard's south parking lot, along Milwaukee Road (return about 4:00 PM)

We should arrive at Trainfest about 9 AM, just as Trainfest opens. We will depart Trainfest at 3:00 PM in order to arrive back in Beloit about 4 PM and the Clock Tower in Rockford at about 4:30 PM.

For those early risers who want to gather for breakfast beforehand, you may want to join us at 6:00 AM at Denny's Restaurant on East State Street (west of the Clock Tower; just west of The Machine Shed

restaurant, and east of The Texas Roadhouse. We should be done in time to meet the bus at 7:15 AM.

Of course you will have to endure the now infamous Trainfest Trivia Test during our ride to Milwaukee, but this is a trip you should not miss. Only 56 seats are available. Once folks figure out what it would cost to do the trip alone (what with the price of gas, admission, the parking fee, and the drudgery of driving) and I'm sure the seats will sell out fast!

Please fill in the registration form and send it soon. Don't forget, seating is limited to the first 56 people to register. Note that the money collected will include both the round trip bus fare and your admission ticket to Trainfest.

If you have any questions about the trip, contact Ray Dyreson at 815-335-7046 or RayDyr@aol.com.



TRAINFEST 2011 BUS TRIP REGISTRATION FORM

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone No: () _____ E-mail: _____

Check here ___ for Beloit Depart/Return

Mail to:

No. of Tickets ___ x \$25.00* ea. = \$ _____

Ray Dyreson

No. of Tickets ___ x \$15.00* ea (14 & under) = \$ _____

P.O. Box 307

Total Amount Enclosed \$ _____

Winnebago, IL 61088

Make checks payable to: RRVD



June 2011 Junket Miscellany

By Tom Maladecki

The June Junket was billed as a trip to the LaSalle - Peru area for a "Grand Layout Tour". We were scheduled to depart the Alpine Village Shopping Center at 10:30 AM and return there at 6:30 PM. Sunday morning, I fired up the ruby red Silverado Alco and picked up Charlie Wickhorst. We were at Alpine Village at about 10 AM. What a wonderful surprise to see a big Rockford Charter Coach over-the-road bus waiting for us at the parking lot! The Rock River Valley Division had arranged to have a small bus; however, Rockford Charter Coach sold their small bus two days before our trip. We were "forced" to ride in the big bus...at the same price as the small one!

A group of RRVD people was gathered next to the bus, and more had already boarded. It was great to see our bus driver was Gary Cychosz, who is an RRVD member. We had a total of twenty folks on the trip, including Gary. The only miscue was the amount of time for lunch. We stopped for lunch at the Whistle Stop restaurant in Mendota. I believe the restaurant is the former Milwaukee Road freight house. Excellent location, but they are not exactly a fast food place. And they were not staffed for twenty guys showing up for lunch on a Sunday. So, we were on the road again in about two hours later!

The layout tour was truly "Grand" with eight nice layouts. Our host was the LaSalle & Bureau County Model Railroad Club. Everyone received an eleven page handout with maps and other information. Each of the eight layouts had a two-sided page based on RRVD's layout tour sheet. About the only thing that the layouts had in common was that they were all HO scale and standard gauge.

Our bus took the I 39 Troy Grove exit, crossed the Interstate, then turned south onto an eighteen foot wide country road. We cruised down that road, parallel to I 39 for about nine miles! Not much room for the two northbound vehicles that we passed. At LaSalle, we visited Jim Carrow's Seneca Valley Division of Penn Central. I think it is the first time I've ever seen anyone model the Penn Central. This big 26' x 40' layout in Jim's basement is set in the 1969-1973 era. It has 370' of mainline track and uses Digitrax. It was built for operation and uses computer-switch lists. Jim says his scenery is about 30% complete, but some areas were about 100% complete and well accomplished.



Junketeers admiring John Stopa's No Division of the Illinois Central.

Staying in LaSalle, we visited John Stopa's Northern Division of the Illinois Central. It is a big 23'x35' point-to-point, multilevel layout in John's basement. It has familiar town names like Freeport, Lena, Warren, Scales Mount and Dubuque. The layout has over 200' of mainline track and uses Easy DCC. It was built for operation and uses RailOP computer switch lists. John says his era is 1930-1955, late steam early diesel, but is probably early 50s with many of the

outdated billboard reefers that John likes. Remember, Rule number one is "It's my railroad!"

Also in LaSalle, we visited Ray Tutaj Jr's layout. It is the small town of Charterville along the Illinois Central "Gruber Line" in the 1970s. Along with the IC, there is a smattering of Milwaukee Road, plus some LaSalle & Bureau County railroad. It is a petite layout in Ray's basement, about 24'x6' in the description. I'd guess that six foot is the width of the main peninsula and twenty-four feet is the distance of the shelf extending out from the peninsula into two small rooms. Ray says the layout is 100% complete, and I'd have to agree. There are many nice structures with loads of details. Notable is the IC LaSalle engine house which was featured in the October 2002 Model Railroader magazine.

Then we drove sixteen miles southwest of LaSalle to McNabb, Illinois where Leo McCauley's Midwest Central is located in a freestanding 20'x35' building!!! This big layout has no specific prototype, so there is a variety of motive power from railroads that Leo likes (See Rule #1). The era is modern with diesel locomotives on site that were from the 1950s to today. It is built for operation, with many switching opportunities. Easy DCC is the control system. Scenery is well along with lots of whimsical incidents.

From McNabb we headed north about five miles to Granville, IL. Jack Ossola is modeling the Granville area in 1923. Railroads are the Milwaukee Road and the New York Central. The 10'x32' layout is housed in the hardware half of a former lumber yard's main building. Jack says the scenery is about fifty percent complete. It is extremely well executed. Lots of rolling rural farmland. Nice scratch built structures depict buildings found in the Granville area. The control system is Easy DCC.

Continuing north from McNabb about five miles to Spring Valley, we saw Marion Brasher's Rock Island OK Division which is located in the basement of the Valley Roundhouse hobby shop. Low clearance, watch your head if you are over six feet tall! The 62'x23' OK Division represents the Rock Island from Kansas City, Kansas to El Reno, Oklahoma. The era is 1963-1970. The CRIP interchanges with the MKT at Jerryton, Kansas. Trains are staged in five hidden yards. The control system is Easy DCC, with both plug ins and radio control. Scenery is about seventy-five percent done, with many of the industries being named for Marion's friends. Unfortunately several members of our junket group did not see this nice layout as they spent all of their time upstairs in the hobby shop. Me? About half the time upstairs.

Also in Spring Valley, we visited Marion Brasher's and Ed Brown's layout. That is, we visited it after some deft maneuvering of the bus through the sudden pipeline project that wrecked Marion's street, as well as some careful walking. The Rock Island Western is a big layout in a 42'x18' room in



Marion's basement. It is the LaSalle, Colorado to Rexburg, Idaho portion of a fictitious line running from Denver, Colorado to Seattle, Washington.

Continued on page 6

RRVD Clinic & Contest Schedule 2011-2012

Jim McQueeny

Contests

February 2012

Continuing my responsibilities as your Division Contest Chairman. Here is the schedule for the modeling contests in September, December, March and May.

On Line Structures - On line structures are served by a railroad siding to it. A creamery, brewery stock pen, packing house and LTL distribution warehouse are just a few examples of on line structures.

October 2011

Off Line Structures - Off line structures are not served by a railroad siding to the building. A small bakery, furniture store, and a large truck LTL distribution warehouse are just a few examples of off line structures.

April 2012

To be announced

Clinics

The clinics for the 2011 - 2012 season are being finalized and after I get a final commitment from clinicians on their availability I will have more of the schedule for the next Flimzie.

November 2011

Maintenance of Way Cars - plows, Water cars, Ballast Spreaders, Rail and Tie cars, and other cars used for maintenance of way service.

This year, as usual, we will have our Show and Tell for the September meet.

The October meet will have a presentation on "CTC operations, towers, and signals of the Milwaukee, C& NW and various railroads. The presentation will be by a former relief agent/operator prior to Amtrak.

January 2012

Rescue the Rolling Stock - As the railroads retired their rolling stock from revenue service they often put it to use for other purposes or sold it to private companies. Box cars, Maintenance of Way cars and Cabooses were taken off of the rails and used as storage buildings and offices. Flat cars were used as loading ramps at team tracks and industry sidings. Passenger cars were re-used as temporary and even permanent depots or whistle stop locations. Tank car tanks were removed from their frames and used for permanent liquid storage. Model a car off of the rails for another purpose - use your imagination!

In November, since we will not have a train show this year, I will have clinicians at a regular type meet. The clinics will be "Boy is my thumb greeeeen" and Transfer cabooses Pt.2 - Grand Trunk, Nickle Plate and EJ&J.

RRVD MEETS

Sept 11, Oct 2, Nov 6, Dec 8(Garage Sale), Jan 8 2012, Feb 5, April 1, May 6

RRVD BOARD OF DIRECTOR MEETINGS

Sept 19, Oct 17, Nov 21, Jan 16 2012, Feb 20, Mar 19, Apr 16, May 21, Jun 18, Jul 16

SHOPPING AROUND
by The Editor

(June Junket continued from page 4)

It has over 300 feet of mainline track on two levels (4 1/2 loop helix with 36" radius curves). The setting is the 1969-1973 era with car cards and waybills being used. Trains are staged in three hidden yards. The control system is homemade DC with five cabs and ten local panels. Notable are over 200 private model railroad cars in service from other model railroaders from both the United States and Canada.

Lastly, we headed north about fifteen miles to LaMoille, Illinois. It was so late when we arrived that Carl Sennett had already closed his layout. However, he was kind enough to reopen it when our bus arrived. Carl models no specific area or era. You will find both modern and first generation motive power on his layout. Featured are the Milwaukee, BNSF, SOO Line and AMTRAK plus the Chicago and Northwestern. See Rule #1. Carl is a retired railroader (12" to the foot) and he told us many stories as he flawlessly operated the railroad. Layout size is 26' x 18' in an exposed basement with rear entry at ground level. Scenery is 100% complete with a town, a river with an operating lift bridge for full-sized people, roundhouse, and mountains. Control system is Easy DCC. Did we get back to the Alpine Village Shopping Center at 6:30pm? Heck no. Did anyone complain? Heck no!



Carl Sennett's Soo Line, C&NW,BNSF Layout on June 2011 Junket
Photos by Tom Maladecki

CABOOSE

Doug Loy

What a hot summer! One definite place to go in the house is the basement; that means that while you're there to cool off, you can work on your hobby and not feel guilty! Sounds like a good excuse to me for staying cool. Hopefully, the Flimzie production is back in full swing. The Flimzie has gone through a little change, and I hope everything is ironed out. Ron Anderson did a fine job with the Flimzie, but all good things come to an end. Next time you see Ron tell him thanks for all of his hard work.

Recently, I was using a birthday gift my parents gave to me when I was still in junior high (middle school now). I have been a modeler since

Through the years, I have discovered that an added bonus of traveling to other places is finding train stores near where I am visiting. This summer, I had some opportunities to discover some unique shops that I would recommend to fellow train enthusiasts. The first one is called "Timberline Train Shop" and is located in downtown Downers Grove, Illinois. This store sells exclusively model trains and model train supplies as far as I could tell. According to the owner, the shop has only been in business since last December. Although the store is smaller in size, it seemed to have a nice selection of engines, train cars, and train supplies on hand. The shop also has a website that you can order from.

Another shop I visited on that same trip, called Oakridge Hobbies, is located in Darien, Illinois. This store sells more than just trains. It is a large store and had different sections for different hobbies. The train section had a variety of trains and supplies for different gauges and scales. The staff seemed helpful and willing to place special orders, if necessary.

In that same general area, I also visited a shop in LaGrange, Illinois aptly named "La Grange Hobby Center". According to the owner, the shop was originally started approximately seventy years ago by his father in a different location in La Grange. The store was large and though it carried more than just trains, it seemed to have a large selection of trains and train supplies.

On another trip this summer while visiting some family in the Minneapolis-Saint Paul area, I visited "Scale Model Supplies" which is located in the basement of a building in Saint Paul. The store was very large and though it sold more than just trains, it had one of the largest train and train supply inventory levels I have ever seen from a retail location. Definitely worth a visit if you are in the Saint Paul area, with a knowledgeable sales staff on hand ready to assist you.

(If you are planning on going to visit any of these stores, here are their addresses:

Timberline Train Shop, 5228 Main St, Downers Grove, IL

Oak Ridge Hobbies, 7511 Lemont Rd., Darien, IL

La Grange Hobby Center, 25 S La Grange Rd#1, La Grange, IL

Scale Model Supplies, 458 N. Lexington Parkway, St. Paul, MN)

my grade school days and a model railroader almost as long. On my birthday and Christmas, I would ask for things that I could use in modeling. Among the modeling tools I had received are a Dremel Roto Tool, a Weller dual heat soldering iron, transformers, and, of course, models themselves. Both of my parents are now gone, but whenever I use a gift they gave me, cherished memories are brought up. I think this is a benefit of our hobby. We are always hoping to receive hobby-related gifts for birthdays, Christmas, and other holidays. I hope you have received something in the past that brings back pleasant memories. Now, LET'S MODEL for the present and future!

A Completely Electronic Newsletter

By Tom Maladecki

If you read John Mann's report carefully, you will note that the stated goal is to have a "completely electronic" newsletter. Let me say that another way, there is a movement to no longer print the FLIMZIE.

I know I am archaic, but I enjoy sitting back and reading a real FLIMZIE... or newspaper... or magazine. How many of you out there are like me?

I am a realist. I know that there is a growing group of people who like to get news and information off of an electronic screen. Good for you. Read the FLIMZIE online if that is what you want.

I don't know when the push to eliminate the hard copy of the FLIMZIE happened; but, as you know, I'm a snowbird and I'm away during the winter. Last I knew, the printed FLIMZIE and an electronic version on the website were going to coexist. Personally, I think that should be the case. Does it have to be either an electronic newsletter or nothing?

WARNING: if you furnish your email address, you must absolutely and unequivocally state that you want to receive a hard copy of the FLIMZIE. Otherwise, you will have to get online to read it.

Please let your RRVD officers know your opinion. Do you want RRVD to continue to print the FLIMZIE, or go all electronic?

RRVD Website

By Tom Maladecki

Our website is www.RRVD-NMRA.com. The first page (the home page) has summary information about RRVD and NMRA and the names and emails of the officers. Under the RRVD logo and the FM Train-Master you can choose "home", "events" (RRVD schedule), "photos", "newsletter" (the FLIMZIE), and "organizations" (links to NMRA and other websites). If you have not looked at the RRVD website, I'd suggest you do so soon.

RRVD Meet Format

By Tom Maladecki

Here is a summary of the format of our typical RRVD Meets: Our regular monthly Meets at MWV officially start at 1:00 PM. The doors open at about 12:30 PM so we can set up and socialize. We start off with a short business meeting. That is followed by clinic presentations on topics related to the railroad hobby. Usually there are two clinics, with a break between them. Brief descriptions of the expected clinics are published in the FLIMZIE. There is usually a popular vote contest for some category of train modeling at each regular Meet. The FLIMZIE has a contest schedule. There is also space set aside at the Meet for displays of railroad hobby items. A self-guided layout tour to one or more area pikes follows the end of this Meet and layout maps will be provided during the Meet.

The annual "swap meet" will be held Dec. 4 from 1-3 p.m. at MWV. A donation of \$2 is requested.

RRVD March Meet at Argyle

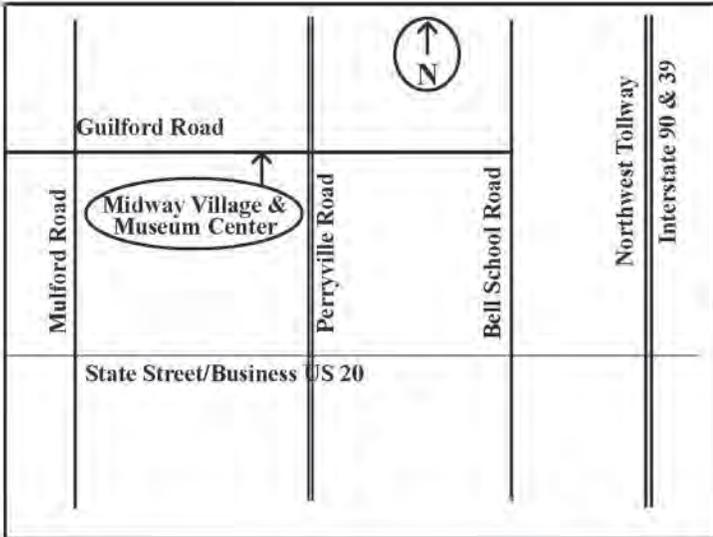
By Tom Maladecki

Our RRVD Meet on Sunday, March 4, 2012 will be at the Paulson Agriculture Museum in Argyle, IL. This is because Midway Village & Museum Center had scheduling conflicts on the first and second Sundays in March. Midway Village offered RRVD the third Sunday for the Meet. We declined that offer in view of the potential dates of the train show and sale.

At RRVD's September Board of Directors meeting, the Argyle club (Northern Illinois Historical Railway Association) invited RRVD to hold its March Meet at the Paulson Museum. The RRVD board accepted the Argyle club's invitation.

The March Meet will be a traditional type of RRVD Meet, just at a different location. RRVD will provide the clinics and support any audio-visual requirements, plus have contests, and set up the company store and the donuts & coffee. Of course, the Argyle club's KD Line layout will be open. Check out the club's website www.NIHRAI.org.

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RRVD Meets - Location & Time

Unless otherwise stated, RRVD Meets are held in the Lakeview Room at the Midway Village Museum Center. Midway Village is located at 6799 Guilford Road in Rockford, just west of Perryville Road. The doors open about 12:30 pm and the Meet gets started about 1:00 pm.

Flimzie input Deadlines

- Fall issue.....Aug 10th
- Winter issue.....Nov 10th
- Spring issue.....Feb 10th
- Summer issue.....May 10th



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