FLIMZIE

The Newsletter of the Rock River Valley Division
Midwest Region, National Model Railroad Association

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The Rock River Valley Division, RRVD, is a local division of the Midwest Region of the National Model Railroad Association, NMRA. The RRVD serves NMRA members in areas of Green and Rock Counties of Wisconsin, and Boone, Jo Davies, Lee, Ogle, Stephenson, Whiteside, Carol, DeKalb and Winnebago counties in Illinois. The RRVD holds monthly meets typically the first Sunday afternoon of each month, September through May, in Rockford at the at **The Lutheran Church of the Good Shepherd, 1829 North Rockton Avenue, Rockford, IL.** They consist of various clinics on model railroading, model contests, drawings for door prizes for NMRA members. All are welcome. The meets start at 1:00 PM, and the doors open at 12:30 PM.

2023 BoD & Chairman Directory

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Office Vacancies

Division Publicity Chairman. This person would be responsible for contacting organizations (newspapers, local ad flyers, TV stations public announcements, magazines, etc.) that would publicize our meets, train shows, and other activities. If you are interested in serving in this capacity, contact Marty Hendrickx, 815-978-7326, superintendent@rrvd-nmar.org.

Flimzie Deadlines

The Flimzie is published once per month on the first of the month. It will be placed on the RRVD website for anyone that wants to read it.

The content for the Flimzie comes from you, our readers. Please submit your articles, pictures and editorial comments to the Editor, Ken Peterson, poplarken53@gmail.com, no later than 10 days before the 1st of the month, i.e., Jan 21, 2022, for a Feb 1st 2023 publication.

Message From the Superintendent

By Marty Hendrickx

Welcome to frigid February, after a mild start to the 2023 winter season, it has turned cold. So, no excuses for working on that layout or model we have been telling ourselves to complete. With that being said there is still a number of reasons why you should get out. Check out the RRVD's web site as there is a lot of activities planned in the next 3 months or so. Besides a full listing of meets planned from now till May with contest, clinic and layout visits there are a number of trains shows listed.

February, March and April's meet will be at the Church of the Good Shepherd on North Rockton Avenue. We have clinics and layout tours that should interest everyone:

- This month's clinic is making roads and detailing boxcars with a visit to Dave Hopper's Tomah, Onalaska and Western (TOW Line)
- March is Arduino animation and making decals with a visit to Robbie Kapala's BNSF.
- April is the always interesting and popular round robin clinics with a visit to Dennis Blount's CN&W. We have not visited Dennis' layout in a while, so you don't want to miss this.
- May is our joint meet with the Madison group and we are hosting this year. It will be at the Paulson Museum in Argyle and the clinic will be presented by Rich Mahaney who always has a detailed and informational presentation. We will have two layout tours along with a visit to the club layout at Argyle. Harold Hereen TP&W and Gene Wheeler's CN&W Sterling Sub will be open. So, three layouts open for the month of May.

The next two months also should be very busy if you like to go to train shows. February has three shows you might want to consider:

- February 18-19th is the Mad City Show in Madison. Here is a link to their web site https://www.nmra-scwd.org/scwd-events.html
- February 18th is the Model Train Show in Princeton
- And if you don't want to travel too far, there is the Northern Illinois Toy Show in Roscoe at Life Church. This is not really a train show but if you are looking for a vehicle for your layout, you should be able to find it here.

In the March we have two large shows here in our area.

- March 18-19th is the Depot Stove top Gang's Train Show in Lena
- March 25-26 is the **Rock River Valley Train Show** put on by our division. This show is at the 42000 square foot Field house at Harlem High School in Machesney Park. Attendance is still only $5. **(https://www.rrvd-nmra.com/show.php)**

The Rock River Valley Train Show is our divisions only fund raiser, so we are asking all members to assist with this show. The main need is to help set up on Friday the 24th from 1-4 PM in the afternoon and to take down on Sunday the 26th from 3-5 PM. We also need assistance with working the door. Last year we had over 1600 people in attendance along with the largest number of vendors and layouts we have had in a number of years. All indications at this point indicate RRVD will exceed those totals from last year so your assistance in whatever you can contribute will be appreciated and needed. As we get closer to the show, we will advise you on the show's progress.

We are planning a June Junket and should have the details available next month.

If you have any questions or input, please do not hesitate to contact me or any member of the board. I can be reached at superintendent@rrvd-nmra.com

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The Layout Design Column

By Ken Peterson

As some of you know, the **RRVD** sold its portable show layout, the **Rockford Route**. It had served its purpose but contained many drawbacks. Some of these were: 1) it was too big and heavy, 2) it had to be hauled to the train shows in a trailer, 3) it was HO scale, 4) took a long time to set up, 5) the rail served industries were unrealistically small (the industry was not much bigger than a boxcar), 6) it was a DC layout, 7) the buildings were removed and put into boxes for transport, It took several volunteers to unload it from the trailer and carry it into the auditorium and set it up. For these reasons it didn't get taken to the **RRVD Show and Sale** events and get set up very often. The RRVD Board of Directors wants someone to design another **Rockford Route,** but this time correct the drawbacks. Build it in N-scale, make it light-weight, make it small enough to fit in a minivan, make it DCC, make it easy to set up, permanently mount all the structures on the layout,

design it with larger industries, make it without separate legs that must be added during setup, and build it to rest on the show tables. So, this month I would like to outline a layout design practices to aid anyone wanting to design a new **Rockford Route** layout. If you would like to participate in the new layout design, or submit a complete design, please send me your ideas and/or sketches to **poplarken53@gmail.com**.

As I have discussed in past layout design articles, layout design produces the most convincing layouts when the design process follows some basic rules. The Layout Design Special Interest Group (LDSIG) is an organization that has a motto, “Only make new mistakes.” They want you to learn the principles they teach, study the designs they publish in their magazine, and work with their professional and amateur designers to produce a great new layout--a layout free from the common mistakes of past layout designs. At the NMRA National Convention and some of the regional NMRA conventions the LDSIG has a room with well qualified layout designers to review, suggest changes, and answer questions about your layout design. Their purpose is to keep you from making mistakes that have been already made by others. The following are some of the design phases for a well-designed layout.

CONCEPTUAL PHASE

This is the most important phase of layout design. Here is where you establish the theme or concept for the railroad. Part of this phase is already established by the name of the railroad, The Rockford Route. This is to be a RR in the Midwest, Illinois and/or Wisconsin. Since the old Rockford Route represented the transition era between steam and early diesels, it has been thought that the new Rockford Route should represent a more modern era, from the 1980’s to the present time.

It is wise to make a list of “givens and druthers” at the beginning of the conceptual phase to help you focus on your design concepts. "Givens and Druthers" is a phrase originated by the late professional track plan designer, **John Armstrong,** relating to how a model railroader should balance the list of things that can't be changed (givens, like room size, budget, etc.) with the wants and desires (druthers) of what s/he would like to be included in the railroad during the layout planning process.

What is the purpose of the model railroad (MR)? The layout is being built to show non-model railroaders what a MR looks like and operates like. It is to be the center of attention at a model railroad show. It should be so interesting that it draws questions out of the show viewers. It should draw viewers into the highly detailed, lifelike scenes. Will the layout be set up to replicate railroad operations, or run unrealistically around in circles like almost all other MR’s at the show? Should it illustrate a time in history, show buildings and rolling stock of a specific era? Will it be inspired by a specific prototype RR, or a believable generic railroad? It should be set up to run like a real railroad. In other words, it should haul freight from an off the RR staging track to an industry on the layout, and off the layout to a staging track. Staging is essential to operations. The staging does not have to consist of a large staging yard. It can be a single track on one end of the layout, and another one at the other end of the layout.

You will want to include an interchange with another RR. This will allow a variety of freight cars to come onto the layout and leave the layout. A small travelling layout will require the staging and interchange cars to be changed out by hand. Having different freight cars appear regularly will make o[eratins more fun. Seeing the same old cars running continuously can become boring.

Try to distill the signature essence of the layout with prototype RR pictures, maps, scenes, sketches, written goals, satellite photographs, information from RR history books, information from RR historical societies, etc. What are the industries the RR will serve? The industries should be well thought out and fit the concept of the RR. For example, a port scene unloading container ships, Rocky Mountain coal mines, etc. will not fit in the Midwest. The following is a list of industries that would fit in the Midwest: ethanol plant, commercial bakery, food products distributor, electrical component manufacturer, injection molded products manufacturer, team track, beverage bottling plant, distribution plant, feed mill, grain elevator, pulp/paper mill, intermodal yard, cement plant, brewery, quarry, automobile plant, vegetable canning plant, scrap metal/junk yard, can plant, etc. Prioritize the elements you choose. Try to tell a story about the RR you want to build.

Last comment about roundy-round, chase your caboose around the circle, try to disguise it as much as possible. There is nothing believable about an engine chasing its tail around a circle and nothing more boring than watching a train run around in circles.

In summary, you must figure out your prototype inspiration, how to work in staging, what large industries you will include, and what interchanges to include.

STRUCTURAL PHASE

This phase is where you frame the design. You face the pain of compromise. Start by making schematic sketches of track elements, for example, industry sidings, passing sidings, yards, interchange tracks, towns, stations, etc. Decide what level of fidelity you want to achieve. In other words, how accurate do you want the track design element to be compared to the real track design. This is where selective compromise comes in. The real siding is 1400 feet long but you only have space for 400 scale feet. So, you shorten it to 400 feet. Structures must be reduced in size to fit the space. Pick the smallest track design elements that fit the concept you developed. Keep in

mind the space, time, and money constraints when choosing the track design elements for the layout.

At this point the track standards need to be developed. Any grades should be less than 2%. I recommend Peco Code 55 #6 Unifrog turnouts and code 55 flex track for the layout. The minimum curve radius should be 17". Compromise may for that radius to be smaller to fit in certain areas. I use 1.25" parallel track center distance. That is about 16.6 scale feet. In the olden days railroads used 13-foot centers. Today's railroads are moving the centers further apart for safety reasons. Are you going to use easements? You need to plan for them if you are going to use them.

If your design will have aisles, keep them to 36" minimum, 48" preferred. Model railroaders are over 60 years old and tend to be fat. It is hard to pass another MR in a 36" aisle. I know this because I am one of those fat MR's. Most of John Armstrong layout designs couldn't be built and operated today because he used 22" aisles. Men were thinner 60 years ago.

SKETCHING PHASE

The sketching phase begins with figuring out how much space is available for the layout and what configuration the layout is going to take. It was already determined to keep the layout modules light and easy to carry from the trailer or minivan into the show for setup. The modules are to be set up on show tables. The modules are not to have legs to install. The size of the layout is confined to four tables. That is the number of free tables a layout is provided by the show. Additional tables are $15 apiece. Sticking with the constraint of four 30" x 8 ft tables you can have a 32' long layout that operates from one staging track to the other staging track. This does eliminate copy-catting all the other layouts running in circles. If you don't mind being a copy-cat, you can arrange the four tables in a big blob where two tables are end-to-end and the other two tables touch the first two side-to-side. The layout would be a large loop on the outside of this big blob. My **Portage and Westfield RR** I wrote about last month is like this. Another possibility is arranging the tables in a large square, that is 126" on each side, or a rectangle 96" x 156". You can use hollow core doors with a mix of modules fabricated from 1 x 's and plywood. There are several different combinations that will provide a large portable N-scale layout that will fit in the trailer or a minivan.

At this stage you will want to draw many concept sketches of different footprints, at least 4 or 5. Make sure you leave room for structures, roads, employee parking lots, scenery, etc. Draw to scale track details of yard ladders, groups of turnouts, scale length passing sidings, etc. When details don't fit, go back to the list of "givens and druthers" to determine priorities.

FINAL DRAWING

The final drawing of the design requires scale drawings of everything used in the construction of the layout. Turnout templates can be found online. Many structure kit dimensions can be found online. Kitbashed and scratchbuilt structure dimensions will have to be estimated. The materials for the base need to be actual. For example, a 12" x 80" hollow core door is actually 11-5/8" x 79". It could cause problems when building the layout if you didn't know that. Make scale templates of all the track components, structures, roads, engines, freight cars, semi-tractors with trailers, other vehicles, etc.

The actual scale drawing can be made with pencil and paper, or with a computer aided drawing program. During my career, I spent 15 years working on a drafting board and 30 years on an AutoCAD workstation. I am comfortable working in both methods. It is much easier and faster working in a type of CAD. There are many CAD programs available ranging in cost from free to thousands of dollars. I am still using a version of AutoCAD Lite I purchased in the year 2000. I have customized the program to make it operate quicker and easier for me. The only drawback it has is requires that I maintain a very old computer to operate it on.

Prototype railroads use as much straight track as possible. It is the cheapest to build and maintain. Remember that when laying out your track.

OPERATIONS

When picking industries for the railroad, keep in mind how many spots the industry has. For a solo operator demonstrating operations at a train show, start out with eight industries or spots on the layout. More can be added later so you don't have to switch the same industries at every operating session. Have one or two industries with three or more spots, and four or five with only one spot, and two team tracks in different towns. Remember, operation takes time because of slow operating speeds, uncoupling, moving brakemen, aligning couplers, pumping up the air brakes, flagging the rail crossings, studying the car/cards or switch list, planning moves, finding the cars and spot locations. If you do it right people will stop and ask what you are doing. You can offer them the throttle and get them hooked. When picking industries think about the inbound and outbound car requirements. For example, a canning plant requires for INBOUNDS: box cars for cans and lids, boxcars for cardboard and paper labels, box cars for glass jars, hoppers for coal for the steam boilers, covered hoppers for salt, and box cars for shipping pallets. OUTBOUNDS: require box cars for canned goods, gondolas for metal scrap, gondolas for cullet (broken glass), and box car for waste cardboard and scrap paper. Some canning plants had separate can plants adjacent to them to supply the cans via a conveyor. Another is a corn syrup plant. INBOUNDS: coal in hoppers for the in house power plant, corn in covered hoppers, acid in tank cars. OUTBOUNDS: corn syrup in tank cars,

corn gluten in covered hoppers, corn starch in pneumatic covered hoppers, CO2 in tank cars, alcohol in tank cars, animal feed pellets in covered hoppers.

This is a lot to think about when designing a layout. See what ideas you can come up with for the new Rockford Route and send them to me.

Making a Silk Purse – Part 10

Tender, Test and Paint

By Ken Mosny

After a long time, this project is finally coming to the finish line. Normally, I would have completed it some time ago, but the decision to write these articles took a while with the taking of photos and all. I actually had to scratchbuild two boilers because I had almost finished the boiler before I decided to write these articles. I needed another boiler for construction photos. Also, the long construction time and display at meets caused excessive handling resulting with the breakage of most of the delicate 3d printed parts at least once. Every time the model came back from a display, something was broken. That is a big advantage of printing your own parts, it is very easy to make another. Resins for the hobby printer have way to go to match the durability of plastics like Delrin or ABS, but I think they will eventually get there. We are still in the Model T era of this technology for the home hobbyist.

The biggest change for the tender on this project was the decision to 3d print a new frame and end beams. Originally, I was just going to cut out the oil bunker to change the tender to coal, but the frame had some issues. Although the diecast frame adds plenty of weight to the tender, the steps look awful, and it has an extra thick floor for weight making it difficult to find enough room to fit the Digitrax sound system. Also, the bolster locations are off, and it replicates a steel frame style. Although the shell is rather large, I decided to live with that because it afforded extra room for lead weights. A smaller shell would probably require the extra high density of depleted uranium weight material which I didn't have on hand at the time. **Photos 1 and 2** show the floor I 3d printed next to the MDC diecast floor. The air brake casting is a Cal Scale 190-300 which, although not completely accurate, is close enough and was in my parts stock. Note the groove added later in the tender floor to pass the 1mm diameter truck wires. Yes, the wiring really is that tight!

Photos 3 and 4 show the original MDC shell and my modified one. Side boards from styrene strip on top surround the hole from the cutout out oil bunker and more styrene strip in front replicates the boards holding the coal pile from burying the fireman. A coal pile was made from scale coal glued to window screen. This way of representing the coal pile leaves enough free space to allow the sound from the speaker below to pass through but still looks like solid coal from above. Toolboxes, common on switchers, made from styrene flank the coal bunker. The MDC toolbox on the rear slope was removed and holes filled. The rear light platform was filed off and relocated farther down the sloped back of the tender. N scale brass brake wheels soldered to wire stems are the new water valve wheels. The top handrail was removed and the holes filled. **Photos 5 and 6** show the completed tender.

The locomotive is also a little nose heavy needing some weight in the cab. I did not put a sheet of lead in the cab roof or lower sides of the cab. I will add these and cab window glazing the next time the cab is off.

At this point I kept studying the locomotive for more detail to add or change. I ended up printing a cinder dump cleanout tube for under the front of the smokebox, making wire steam valve chest lines, smokebox inspection port cover and builder's plates. The builder's plates are an interesting illusion. They are patterned after an 1895 Baldwin style plate. The actual printing is way too small to 3d print, but it is possible to print tiny rectangles in place of the words. After the builder's plate is painted black, dab a very thin, almost dry, coat of gold paint on the tip of your finger. Touch the plate transferring some of the paint from your finger to the raised "word" rectangles on the plate. You can keep dabbing until tiny dots of gold on the plate are to your liking. The result is an illusion of real printing. Go lightly because it is easy too much gold paint on ruining the effect. Number plate on the smokebox front was also painted this way. The number on the front was large enough to 3d print.

I really didn't want to take it apart for painting. It runs too well. Steam engines are complicated to reassemble. Unlike diesels, they can't be fully tested with the shell off so it always seems that a steam locomotive must be reassembled several times before all is right. Oh well, on to the paint department.

The first step is to prime the metal chassis. I masked the axle slots and gears. I decided to try a self-etching primer which is supposed to be very chip resistant, **photo 7**. Rustoleum sells it in rattle cans. It went on smoothly and not so thick as to obscure detail. I couldn't scratch it with light thumbnail pressure.

The boiler and tender were primed with cheap rattle can flat black. This approximated the final color and allowed careful inspection for defects.

Defects were corrected by sanding, filling or whatever, and resprayed until I was satisfied.

Finally, everything was airbrushed with Polyscale grimy black. The driver faces were brush painted rather than trying to mask or clean the axles, tires and gear. The tender trucks were airbrushed fully assembled, **photo 8**. After the paint was dry, the truck wheelsets were removed to clean the wheel treads, axles and axle wipers. The unwanted paint was removed from the axle wipers by rubbing with a cotton swab wetted with lacquer thinner **photo 9.** Wheel tread and axle paint was removed by putting the wheelsets in a spare truck and rubbing the areas with the same swab while rolling the truck on a paper towel **photo 10**. Finally, a fiberglass scratch brush was used to polish any more residue. The wheelsets were chucked in a lathe or drill and polished with at low speed with a fiberglass brush **photo 11**. The paint on the brass whistle and safety valves was removed with a small stiff bush and lacquer thinner, **photo 12**.

The smokebox was airbrushed with Tru-Color graphite lacquer. I then masked the smokebox and resprayed the graphite overspray on the boiler jacket with more grimy black **photo 13**. This may sound like a strange masking procedure, but it is easier to mask the smokebox to keep the black off the graphite than the other way around and I like to inspect the final coat of black on the whole locomotive before painting the smokebox. Also, if you make the stack removable, it is much easier to mask the smokebox.

The areas to have decals applied were gloss coated with Pledge (previously called Future) acrylic floor finish. I either airbrush it on large areas like the tender sides, or for a small area like the number on the dome, just brush a little on. You don't need to coat the entire model with the Pledge, just the areas where the decals are applied. I find Pledge a very good base for decals. I think it is much better than gloss paint because the decals seem to "melt" into it when Solvaset is applied, and the thickness of the film can be very thin. My article in the Fall 2017 *Flimzie* explains the use of Pledge so I won't detail the procedure here. After the decals were dry, I airbrushed on Dullcote thinned 1:1 with lacquer thinner. I have never been very satisfied with rattle can Dullcote, so I always airbrush it on. The very thin 1:1 mix requires many coats, but I think it results in a more even appearance.

The trick to easily paint lamp reflector is as follows. Paint the lamp reflector with gloss silver paint like Testors silver or a 1:1 mix of silver and gold if you want to replicate the yellowish look of a lightly tarnished silver-plated reflector. Then insert one of the lenses you punched from clear plastic into the lamp. This lens will mask the reflector when you airbrush the body of the lamp. Lightly mist multiple coats of grimy black on the body of the lamp. Too heavy of a coat of paint at once may bleed under the edge of the lens mask onto the silver reflector, and I have also had the lens mask blown out by too much airbrush air pressure. Remove the lens mask and "voilà!", a perfectly masked reflector. This is much easier than trying to paint the reflector with a small brush without getting silver on the painted lamp body. Insert a new lens and glue it in place with several minute drops of Pledge floor finish applied at the edge of the lens with the point of a dull sewing needle. You call dull the needle by stoning it to a slightly rounded tip. I find a dull sewing needle works better than a sharp one because the Pledge seems to form a fine film at the tip of the needle. I suspect this has something to do with the liquid surface tension properties at a sharp tip. To learn how to punch out the lenses, see my article in the March 2022 *Flimzie*.

The lamps are simply set on the bulbs and glued on. A tiny dab of E6000 on the back of the bulb will keep it from falling off, but still allow the lamp to be easily pulled off if necessary. I did run into an unexpected problem with the lamps in this model. In the past, I have used Miniatronics 18-712-10 1.7mm 12v 30ma lamps without incident in plastic box oil lamps and a butyrate lens. I needed more lamps, but the hobby shop only had Miniatronics 18-012-10 2.4mm 12v 50ma lamps so I bought them. These larger bulbs produce a lot more heat and melted the butyrate lens materiel. I tried switching to 0.005" thick clear styrene which I found less prone to melting. In the end after some experimenting with lower voltages, I used a 150 Ω resistor in series to lower the lamp voltage to about 7.5 volts. I think a 120 Ω resistor would have worked and been a little brighter, but I didn't have any on hand. The lamps are dimmer, but that is OK as 19th century oil lamps were not bright white, anyway.

I painted the rest of the locomotive grimy black. I do not like the look of engine black even on a model that is not weathered. It is too dark. To my eye, models need to be lighter to look right, and grimy black is much better. I once read that this has to do with the viewing distance of prototypes. The many feet of atmosphere between us and the real thing tends to scatter and reflect light especially off particles in the air. This imperceptible haze combined with the sunlight effectively makes prototypes appear lighter. Since our models don't have this atmospheric distance or sunlight, lighter models imitate it.

It is time to declare Sugar River and Ridgefield no. 11 finished for now before I find more changes to make. After admiring my work for a while, I will probably do some light weathering, when I feel up to it. Here are **photos 14-17** of the finished locomotive. Next step will be to have it Merit Award judged.

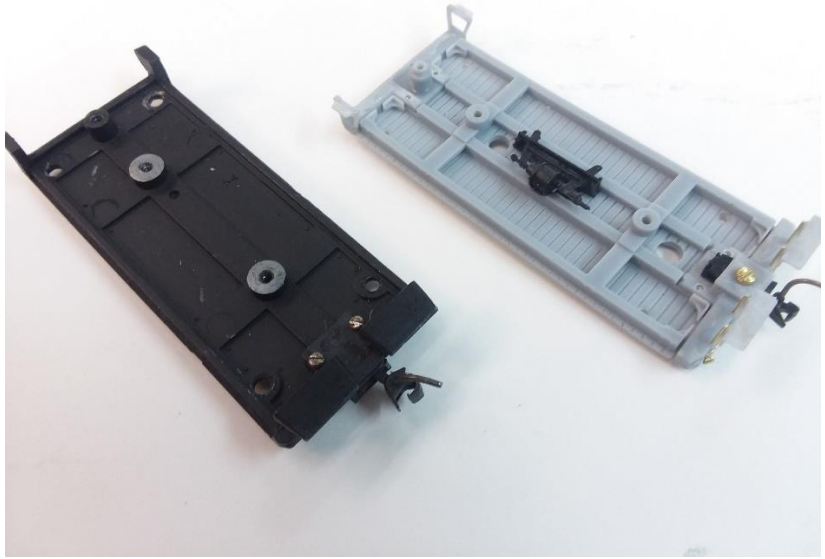

Photo 1

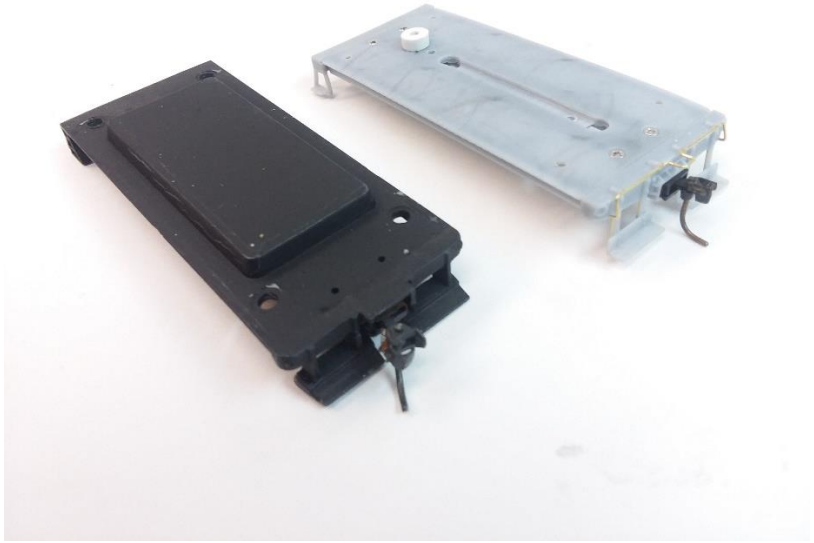

Photo 2

Photo 3

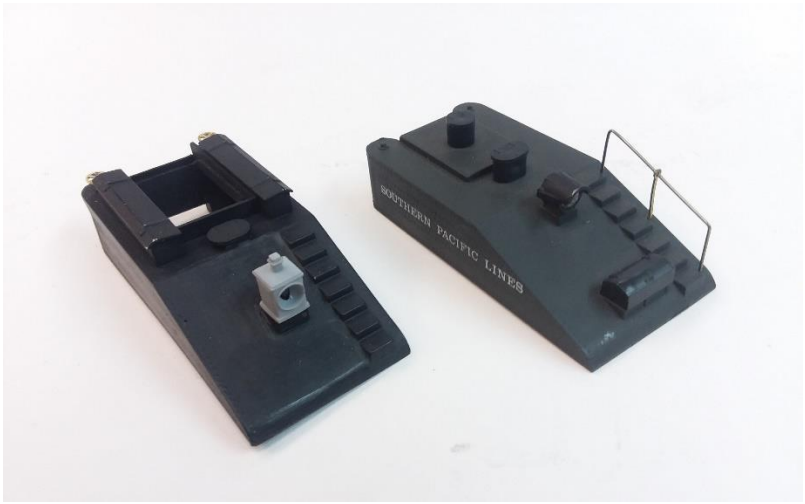

Photo 4

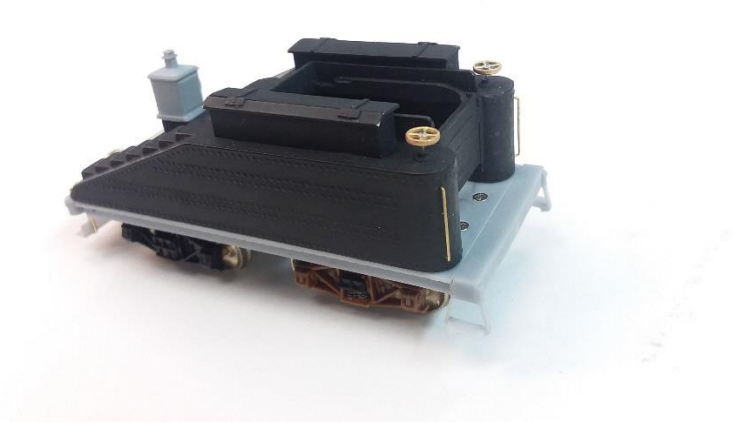

Photo 5

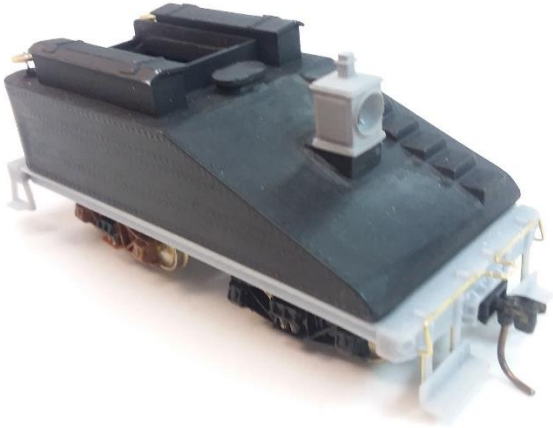

Photo 6

Photo 7

Photo 8

Photo 9

Photo 10

Photo 11

Photo 12

Photo 13

Photo 14

Photo 15

Photo 16

Photo 17

What Are Friends For? Chapter 10

Gary D. Loiselle

I need to thank Dave Hopper for the subject of this chapter. I was recently able to attend Dave's operating session for the first time. My objective was to get more material to write about. I am always on the lookout for examples of how other modelers have included their friends and family in this hobby. Dave's layout has a number of examples which I can get to later but, my attention right now is tied back to the beginning of this whole project….Charlie Wickhorst.

There was a diorama in Charlie's collection that was constructed by John Swanson of Beloit. (**Photo 1**) Dave is working on incorporating it into his layout. The diorama isn't specifically rail served but it is a true reminder of the talents of our friend John.

For those of us that had the opportunity to visit John's layout, the trains were dwarfed by his love for trucks. (**Photo 2**) And trucks and more trucks. If there wasn't a commercial model available, John would scratch build it. He even put his touch on commercial kits that need to be tweaked to his expectations. We were fortunate to have John as part of the RRVD and an annual participant at our trains shows demonstrating his modeling skills. (**Photo 3**)

I have also been able to find John's handy work on Tom Malaceki's Malady Bay and Pacific layout. (**Photo 4**) What a great illustration of combing trucks, trains, and agriculture. The term "handy work" far understates John's modeling talents. Look closer at Photo 2 of John's layout. The large grain complex is just one of the scratch-built, super detailed structures on his layout. In the distant background to the left of the column, there is another scratch-built structure that is a HO scale model of a cement plant that still stands on the west side of Hwy 251 just north of Rockton Rd. I believe John's model was based on his actual measurements of the structure. (**Photo 5**) John was also a published author with a number of his agricultural themed structures featured in Railmodel Journal.

I was able to incorporate John's work in the corner scene that I was working on for Charlie's layout at his duplex at Fairhaven. (**Photo 6)** The trucks have the John Swanson touch. I can only take credit for the scratch-built guard rail and the traffic barricades. (**Photo 7**)

On my own layout, I have my own John Swanson creation. At one of our train shows I purchased a stake-bed truck. (**Photo 8**) John took it home and WALAH….sometime later he returned it to me. I now have a John Swanson propane truck. (**Photo 9**) Doesn't get any better than that. WAFF? Gary

Postscript….In perusing my collection of photos, I came across a photo, date unknown, taken as Charlie, John and myself were about to leave on a rail fan trip to Clinton, IA. (**Photo 10**)

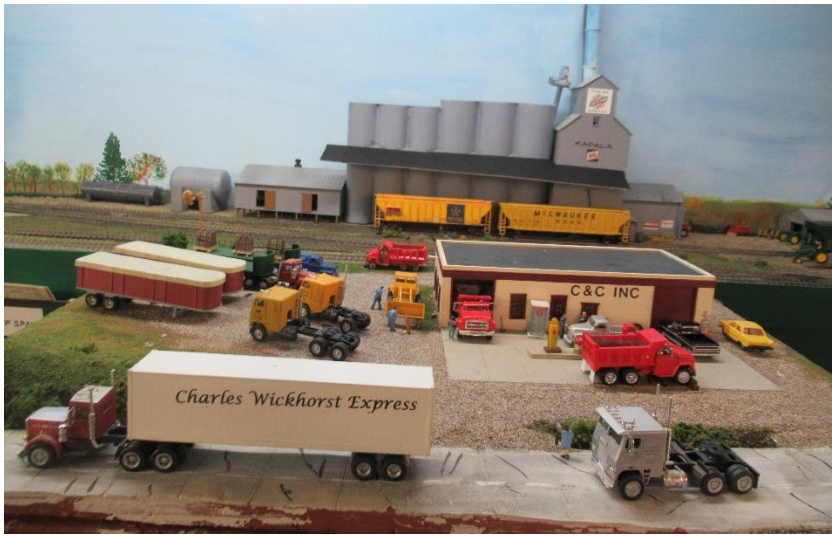

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

Photo 6

Photo 7

Photo 8

Photo 9

Photo 10

For Sale

Offered is a Lionel catalog number 6-18203 Canadian Pacific SD-40-2 diesel locomotive with dual motors, Magne-Traction, AC drive, lights, and horn. I believe it was first cataloged in 1989 and appears on the cover of that catalog. It appears to be in as new cosmetic condition, intact with instructions and original box. It has just been serviced with new lubricants and look only in test run condition.

All proceeds of the sale go to the Rock River Valley Division-NMRA. Contact Ken Mosny, uiop999@comcast.net or 815-566-0595

$175.00

(offers considered)