

# FLIMZIE

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



**Mar 2023    Volume 56, Number 7**

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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**

Please use the following address to contact the RRVD organization or any of the following officers:

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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](mailto: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](mailto:poplarken53@gmail.com), no later than 10 days before the 1<sup>st</sup> of the month, i.e., Jan 21, 2022, for a Feb 1<sup>st</sup> 2023 publication.

## From the Editor

By Ken Peterson

Friends of the Flimzie, I need to point out that this publication is for you and by you. All the articles that appear here are written by members of the RRVD. If you don't submit articles for publishing, there is no content. When I took over as the editor, I wanted to change the Flimzie from a quarterly publication to a monthly one. Without articles from you, I may have to switch the Flimzie back to quarterly, or even once in a while, based on when I get content. This will be completely up to you.

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## Message From the Superintendent

By Marty Hendrickx

Well here it is March already and it has been a pretty mild winter so far. The daffodils and the crocuses are already poking their heads out of the ground and before you know it will be the Rock River Valley Train Show. The committee has been working very hard to make this year's show bigger and better than a last year's which was a great success. We started a lot earlier than last year and have been getting the word out. Here are some of the things we have been doing.

- We have been running a Facebook ad which has had a 5.5% click through rate which is considered very good.
- We have sent out flyers to hobby shops within a 100-mile radius.
- We will have an ad running in the spring edition of the *Northwest Quarterly*.
- We will be on two morning shows the week before the show: the Morning Blend on channel 23 and Good Morning Stateline on channel 17.

With all of this promotion we are hoping for an even larger turnout than last year so we will need an all-hands turnout to help with the show. We can always use help with setup and teardown, and we also need help on Saturday and Sunday with ticket sales. If the turnout is as good as we hope, we do not want to have long lines of attendees waiting to get into the show. Please contact Doug Loy, Ken Mosny or me if you have not signed up yet as we can use your help. Remember the proceeds from this show is what funds all of our activities during the year. This is what we are planning for the next year.

- 10 monthly meets
- Annual holiday dinner

- Annual summer cookout
- This year for our June junket we are planning on a trip to Illinois Railway Museum with RRVD paying admission and lunch.

Besides the show being a fun event where we can buy and sell model railroad products, visit with friends and see some great layouts, we want the proceeds to benefit the membership. So, this one weekend of effort provides us with the funds to put on all of these events during the year.

In May, we will have the Madison group down for a joint meet which will be held at the Paulson Agricultural Museum in Argyle. We will have two layouts open besides the KD club layout at Paulson so besides the regular meet, we will have a lot to see and do.

So that is it for now, I look forward to seeing many of you at the train show and future meets.

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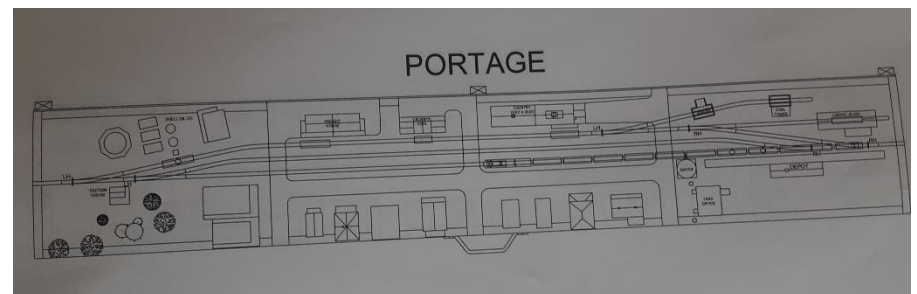
## The Layout Design Column

By Ken Peterson

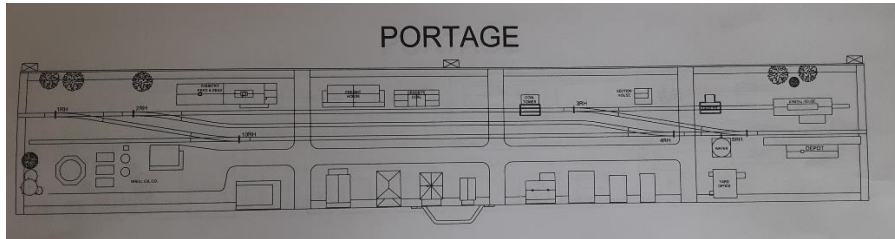
Last month I wrote about a design for a new portable layout I am building for the RRVD train Show on March 25, 26 Harlem High School in Machesney Park..

As I have mentioned in other layout design columns you need to be flexible in your designs. Be prepared to make changes for the better. To prove that I am not a "do as I say, not as I do" person, I have changed the layout design in mid-construction.

This was the original design. What I didn't like was having a spur in the upper right that had the ash pit and the coaling tower. On the left side I had placed the Standard Oil depot on the angled portion of the industrial siding.



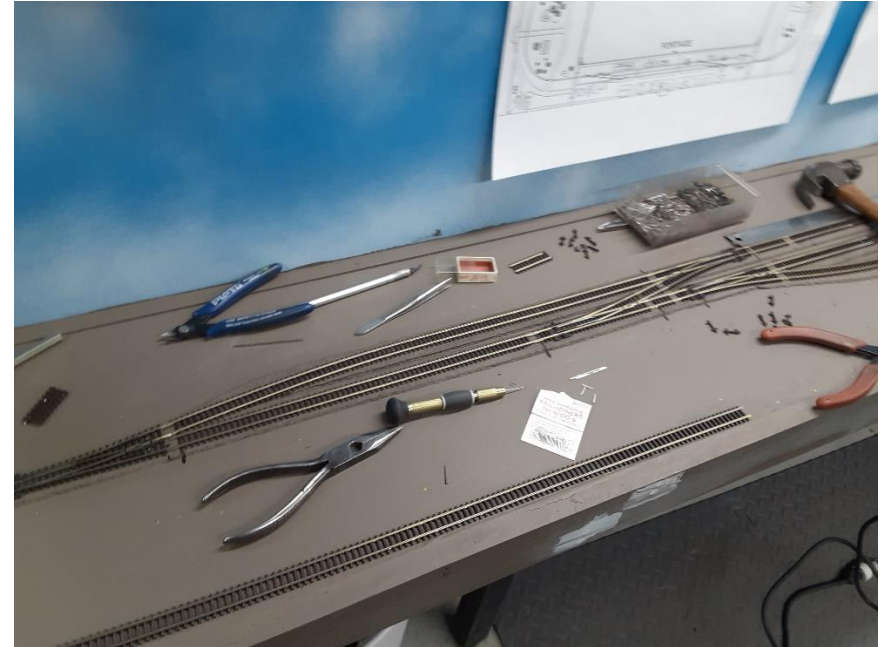
Below is the revised design. I moved the ash pit to the engine house spur and the cooling tower to the industrial siding just before the engine house spur. I rearranged the left end of the yard. I added a separate spur for the Standard Oil depot. This spur is long enough so I can spot a tank car for unloading oil, and a box car for unloading boxed oil and other lubricants.



In building the layout, by far the biggest problem I have had so far was fitting the layout into my small workshop. The layout is larger than my workbench. I had to add structure underneath the layout so it could overhang my workbench and remain level. That set back my construction schedule a week while I figured out how to change the base design to accommodate the layout size vs available work space. This is the largest portable layout I have attempted.

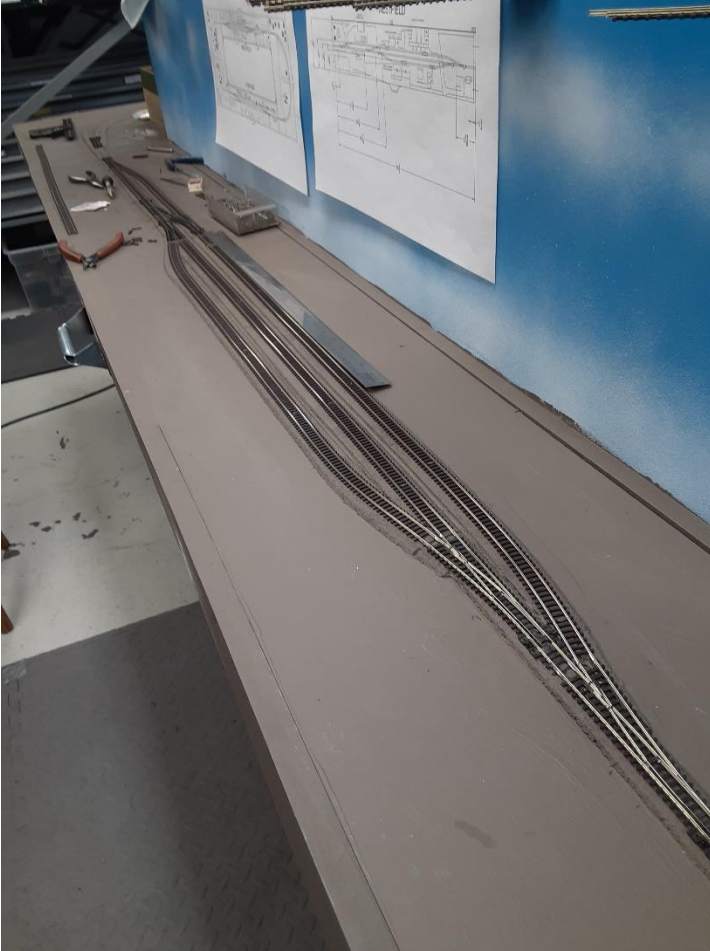
The following are some pictures of the layout under construction. There remains a lot of work to be done before I can take this to the show.

**Westfield during track laying:**





Westfield track complete:



## What Are Friends For? Chapter 12

Gary D. Loiseau

In collecting and organizing my thoughts for this chapter, I am reminded of the phrase “One- thing- leads- to- another”. In a previous chapter I told of visiting Dave Hopper’s layout and got pictures of a Charlie Wickhorst diorama with a John Swanson truck influence. I also got pictures of a project that I had something to do with on Dave’s layout. **(Photo 1)** (As an aside, I should point out that it has been a year since we started dismantling Charlie’s layout at Fairhaven and this writing project got its start.

I have mentioned before that Charlie, and I have (had) an interest in open loads. We often swapped ideas, photos, and rolling stock with “loads” included. One of the earliest loads that I was the beneficiary of was a gondola loaded with crushed cars. **(Photo 2)** I still haven’t mastered Charlie’s technique but I’m working on it. I have been able to track down what I believe is the inspiration for this load. Tom Persoon was a long-time author of a featured column in the NMRA *Bulletin* titled OPEN LOADS. The project in the June 1987 issue (pgs. 41-42) was titled **Junk Auto Bodies**. **(Photo 3)** The article was written by Tom, but the pictured models were built by Tom’s friend Darrel Truitt. What are friends for, right? We can get into the process or technique at a later time.

Moving on. It seems logical that if you are hauling junk cars to be melted down and recycled, you need a scrap yard and a car crusher. A small corner and a single track are all Charlie had on his Danforth Dr. layout. **(Photo 4)** I couldn’t let Charlie’s car crusher hit the sale table at the RRVD Show and Sale. C & D Wickhorst Scrap and Salvage on my layout was the perfect new home. **(Photo 5)**

I was subsequently reminded by Dave Hopper that he has a scrap yard on his layout that could use a car crusher. And reminded me...and reminded me. LOL Fortunately the internet has a wealth of information and pictures of car crushers and there are a number of them around here that can be photographed when conditions permit. I also have a scrap box that always seems to yield a quantity of ‘MacGyver’ materials.

The resulting project **(Photo 6)** is created from commercial structural shapes, some ladders from a garage sale ship model, and some hydraulic components from a box of truck parts that Mike Pollare gave me a decade ago. The hypothetical power source for the crusher in another cannibalized garage sale treasure. **(Photo 7)**

Dave’s layout, The Tomah, Onalaska and Western (TOW) is set in Wisconsin. Just by chance, in most of the pictures I’ve come across, the

crushers are yellow. I couldn't resist adding a "Packers" touch. "Acme" was an early name of the Green Bay Packers and the model 'G' logo fit the bill. Just between me and you, the model number 681 coincidentally is my MMR number. Needless to say, this is a work in progress. I will leave any more details and/ or weathering to Dave and Scott Larson who is the namesake of the scrap yard. **(Photo 8)** WAFF? Gary

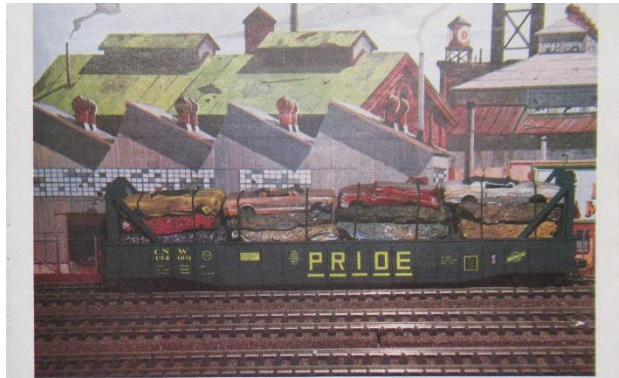


Photo 1



Photo 2





conducted by  
**Tom Person**  
 models by **Darrel Truitt**

*Ideas for modeling loads for your freight cars*

Please address all correspondence to the editors for Tom Person, 1417 25th Avenue, Colorado 80224. If a reply is desired, please include an SASE.

### Junk auto bodies

Most modelers select a particular railroad, era, or geographic location to model. My friend Darrel is a little different. He models whatever strikes his fancy at the time, which is why he has models of many different prototypes, both standard and narrow gauge, from the turn of the century until present day. On a recent visit to his place, I found him kitbashing a 65-foot mill gondola.

He was working from the line drawings of a CNW bulkhead gondola which appears in the Herald King model catalog. Darrel had been paging through the catalog when a particular car caught his eye, and he was soon at work on the model. Knowing that I enjoy modeling unique freight cars, he immediately questioned me about my knowledge of this particular car and its cargo. I remembered that I had a slide of one of these cars somewhere in my files, so when I got home that evening I checked for it. Indeed, I had a slide of an empty car, and the Railway Equipment Register confirmed my memory that the cars were used for hauling crushed auto bodies from scrapyard to recycling plant. I returned to Darrel's the next day with the slide, the car's dimensions from the Register, and a method for making the cargo. Not long afterward, Darrel brought over the completed model shown in the photos.

For those of you inclined to do the kit-

bash, it is a simple matter of cutting two Alkorn 52-foot gondola bodies and splicing them together. One body should be cut 34 feet from the A end and just past a rib; the other should be cut 32 feet from the B end and just before a rib. The frames and weights are cut in a similar manner and spliced to give the 65-foot (inside dimension) car. The E&B Valley 65-foot mill gondola is actually the more prototypically correct car and could also be used. The bulkheads are made from 020 styrene with four vertical strips of 4 x 8 Evergreen styrene providing interior bracing. A piece of 1/4" Plastream channel is glued horizontally across the top of each bulkhead. The angled side braces are Evergreen 2 x 8 strips. The car should be painted a dark green and decaled using Herald King set G-21. Addition of the weights and underframe (Alkorn car) should be delayed until the load has been secured. To make a load of crushed auto bodies, one needs to construct a mold

Photo 3



Photo 4



Photo 5





Photo 6



Photo 8



Photo 7



# 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](mailto:uiop999@comcast.net) or 815-566-0595

**\$175.00**

(offers considered)