

FLIMZIE

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



October 2023 Volume 57, Number 2

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 meetings typically the first Sunday afternoon of each month, September through May. Starting in September, we will be meeting at the **Paulson's Agriculture Museum, 6950 Belvidere Rd, Caledonia, IL 61011**. The meetings consist of various clinics on model railroading, model contests, and drawings for door prizes for NMRA members. All are welcome. The meeting starts 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.

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.

From the Superintendent By Marty Hendrickx

Well, the days are getting shorter, and the nights are getting cooler so it must mean summer is almost over. Labor Day is when most people consider summer over but the equinox on September 23rd is the astrological end of summer. I hope everyone had a great summer and had a chance to get out and do some traveling, train watching or museum visiting.

RRVD had their annual potluck picnic at Tullocks Woods Pow Wow Club on Wednesday the 16th of August. The turnout was 20+ members and guests and frankly I hoped we would have a better turnout. This is one of our two social events each year, the other being our Holiday Dinner, where we can get together socially with our wives and/or significant others. We had a great time and as always there was way too much food. We would like better participation by the membership so if you have any ideas on how we can get a better turnout, please let me know. We certainly are open to changing the venue or day of the week we hold this event.

As most of you have heard we are moving our monthly meets to Paulson's Agricultural Museum in Argyle. We have been advised that the Church of the Good Shephard which was recently purchased by the Rockford YMCA will be undergoing extensive renovations in the coming months and will not be available for RRVD to meet. If you have not been to Paulson's in the past, it is a good venue for our meets. It is about 5 minutes from exit 4 of the I-90/39 tollway and should be a little more accessible for our members in Wisconsin and those who live south of Rockford.

The museum has a wide variety of agricultural artifacts which should be of interest to anyone who enjoys old Ag equipment. We are also fortunate to have the Northern Illinois Historical Railway Association located in the museum. This club models the KD line from Harvard to Rockford and will be open for visits during our meets. Talking to Clarence Welte they will be glad to entertain our members and allow them to operate on the layout after our meets. They are also looking for new members, so anyone interested in joining, be sure to talk with Clarence.

We had our first meet on September 10th and the feedback I received was positive. We had a good turnout with about 30 members and guests. Clarence Welte did his presentation "Working on the Railroad" talking about his time laying track at the Illinois Railway Museum.

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 occasionally, based on when I get content. This will be completely up to you.

What Are Friends For? Chapter 22 Gary D. Loielle

I ended my last article with a picture of a structure on my layout. **(Photo 1)** Kruschke Wood Products and Millwork is named for Ed Kruschke. Ed was a past Chief Clerk for the RRVD, a former employee of the Milwaukee Road. He had a hand in the design and construction of Milwaukee Road's passenger cars. He even had samples of the wood used on the interiors. As a reminder, I pointed out a couple of details on that structure. The silver roof vents are the rubber ends from animal- size syringes. **(Photo 2)** The dust collector on the green wood column is the tub from a Matchbox cement truck. **(Photo 3)** The dust collector on the roof to the left is a commercial purchase. **(Photo 4)** As an aside, I also have Ed's business card from when he worked in Rockford at Vetter Mfr. **(Photo 5)**. Vetter is one of the buildings you can pick up at Menard's. **(Photo 6)**

Just across the aisle from Kruschke Wood Products is an industry on my layout called FREELAND. **(Photo 7)** Freeland is an actual industry in Portage, Wisconsin that manufactures tanks, not the military kind. I've been to Portage rail fanning the Milwaukee Road (before SOO Line and CP Rail). I also have a cousin who lives there. Before his retirement, he worked at the coal-fired power generating station there. I was able to get an after-hours tour before 911. I have not searched FREELAND. I found the company in an 'old' Portage phone book my cousin gave me. **(Photo 8)** Do you remember "yellow pages"?

The simplest thing to do would be to just get a collection of Matchbox cement trucks and stage them around the industry. When have you ever been satisfied with simple? Yes, I do have a number of these trucks, as you can

see in Photo 7, but FREELAND is converting them to a bulk liquid transport. **(Photo 9,9a)**

Now, here's what friends are for. The tank on the truck body in **Photo 9** is simply a BIC lighter that I found discarded by someone, cut it down to fit the frame, closed off the open end with a piece of styrene scrap, and added three small Easy Glue eyes (Teddy Bear) I bought at a craft store to give some detail to the top. You can paint it to whatever the client specifies.

Your enthusiasm may have resulted in a fair quantity of excess inventory of cement truck parts. I suggest you ship them by rail to whomever. **(Photo 10)**

On a final modeling note, (What are friends for?), if by chance you noticed the rooftop sign on the FREELAND structure **(Photo 11)** it, along with Wisconsin Porcelain, **(Photo 12)** is a simple project using menu board letters that I bought at Office Max. Until next time. Gary



Photo 1



Photo 2



Photo 3



Photo 4



Photo 6



Photo 5



Photo 7



Photo 8



Photo 9a



Photo 9



Photo 10



Photo 11



Photo 12

Resurrection Part One: Why Did I Buy This? By Ken Mosny

Last July a few of us took a junket to Chicagoland Hobby. They were closing their doors and closing out inventory. And, yup, I did it again. I bought some things I probably don't need. One of them was a **Lake Shore and Michigan Southern** 1900ish era 4-6-0. Ken Kidder produced this brass model in the 1960's and it is a pretty good model for the day but lacks the refinement of lost wax castings for most of the details. This is a model of a fast and powerful passenger engine of 1899 and a considerable jump up from the 4-4-0 engines that preceded it. High 80-inch drivers whisked the New York Central fast passenger consists across Michigan on their way between New York City and Chicago, I'm sure. Sleek and fast it could keep the schedule for six car wooden Pullman consist. Still a narrow firebox locomotive, this ten-wheeler was pushing the limits of grate area for the size of the boiler. It would be a few years before the wide firebox 4-6-2 pacific type would become standard passenger power. The small tender for such a high stepping locomotive also looks a bit odd. It must have made frequent stops. I have had my eye on this model for a long time but have been too frugal to buy it. My Sugar River and Ridgefield model railroad as a short line is not the class of railroad that would have this kind of power, but I like it. Just remember rule 1, "It's my railroad, and I do what I want". I can always justify it as through passenger service from another road using the SR & R as a connecting route.

Photo 1 shows a builder's photo of **LS & MS** ten-wheeler number 602 from **The American Steam Locomotive** by Frank M. Swengel. Models of 1900 era mainline passenger power are few and far between. Most models based on 1900 prototypes represent modernized versions with details like electric lights, big air pumps, air tanks having pipes all over the place, air ringer bells, fancy check valves, air sanders, steel cabs and the list goes on. This model, **Photo 2**, really represents big mainline 1899 passenger power.

I knew I would have to repower the model with a decoder friendly motor and update its performance. Maybe I would add sound, too. I have done that before. Inspection showed the model was relatively pristine. All the visible screws looked original with the slots not marred from frequent disassembly by a ham-fisted model railroader using the wrong tool. The nickel plating on the wheels was good showing not much running. So, I bought it for the bargain price of \$70.00.

There was only one minor problem, a broken driver, **Photo 3**. In the past, I would have passed on buying it. Where do you get a replacement driver for a 55-60-year-old model? As I was completing the sale, the conversation drifted to fixing it. When I told the salesman casually, "I'll just make a new

one”, he just looked at me. But I now have a secret weapon to make a new driver center. I have a 3d printer, a lathe, and I have done this before. Next month, I will dive in to show you the resurrection of my **Lake Shore and Michigan Southern 4-6-0**.

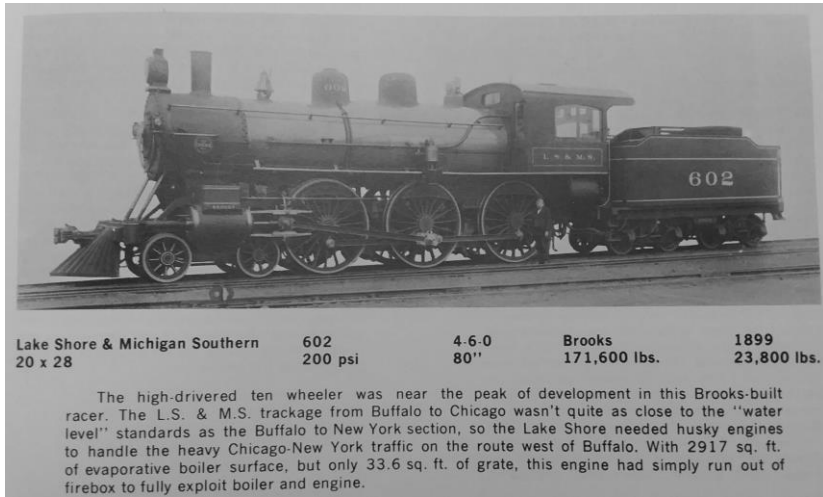


Photo 1



Photo 3



Photo 2

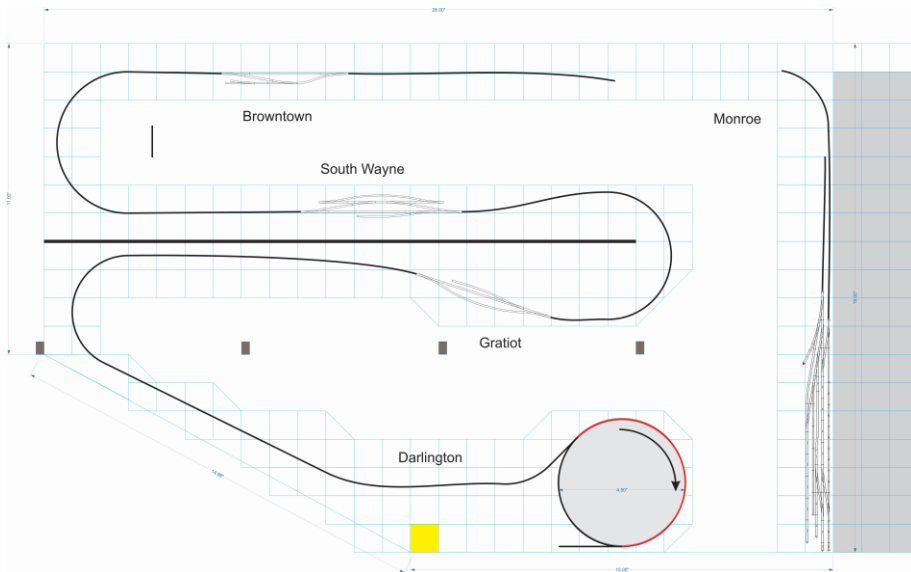
The New Peterson Layout, Part 2

By Myron Peterson

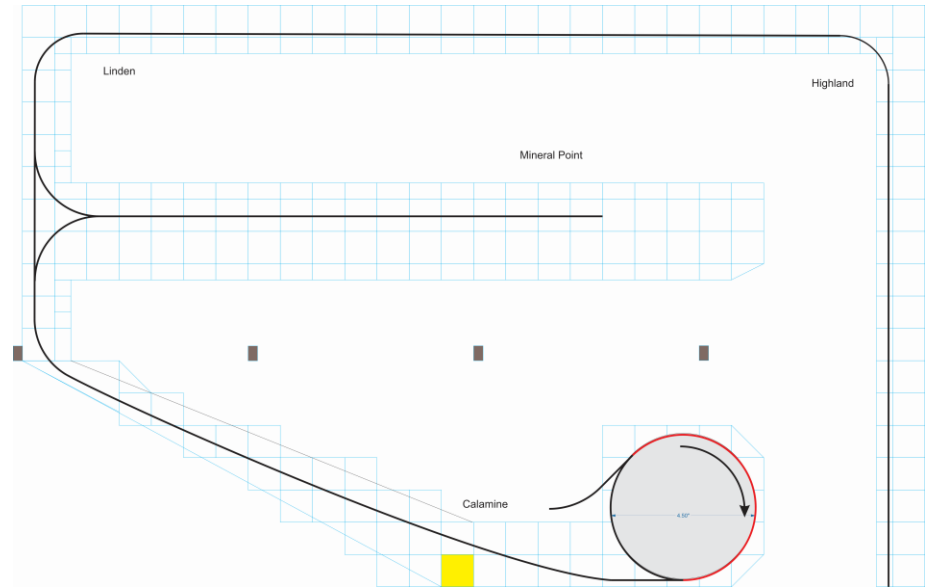
Where was I going with this? What's the Point (to point).

I have been reliably informed that when building a model railroad, one should have a track plan. Great idea. Decisions, decisions. OK, after visiting (and operating on) a few layouts I decided that I would do a point-to-point layout. With my choice to model the **Milwaukee Road** line from (or should that be to) Mineral Point I had one end, but where to put the other. I should mention here that I'm actually modelling two railroads: the aforementioned Milwaukee Road, and the short line **Mineral Point and Northern**. Both conveniently have Mineral Point as a terminus. The **MP&N** has as its northern terminus the mines around Highland (Wisconsin), but what to do about the **Milwaukee Road**? Looking at the Sandborne Maps showed that my first thought of using Monroe wasn't the best choice as there was NO yard. Hence the decision to extend the line to Janesville where there is a yard and, better still, a turntable (vital for my intended time period of 1937 and steam power).

I don't really have a track plan as much as a track concept. I know where I want towns along the route, but the actual disposition of track is a bit flexible.



Lower Level



Upper Level

Here is where you all chime in and say "That's pretty stupid" or words to that effect.

We'll leave it here for now. Next laying track.

