

# FLIMZIE



Volume 44

Number 4

Summer 2012

## ***SUPERINTENDENT'S REPORT***

*by John Mann*

### **ONE MORE TIME!**

It's true—your old officers are on board for one more year. Thanks to Tom McCabe, Les Zimmerman, and Rich Woock. We do have a new show & sale chairman, Doug Loy. Congratulations, Doug!

Speaking of the show, the 2012 show was a success, and we made money. Attendance was down a bit, especially with the kids. We are thinking of ways to attract more to next year's show.

I would like to thank the following individuals: Don Brindle; our registrar, Ray Dyreson; publicity chairman, Mike Pollare, for distributing tons of flyers; Tom McCabe for the computer floor layout and all his extra help; Rich Woock for keeping the dollars straight; and

Doug Loy for staffing the entrance tables. Also, a special thanks to Les for being Les (I count on you more than you know) and to our setup and tear-down crews for a very smooth operation this year!

Not officially part of the show and sale, the young engineers program, was held again this year and all the kids had fun. We still have a few train cars left. Thanks to Ron Johnson and Jay Kabitzke for organizing this program.

Have a good summer. See lots of trains, and we will catch up with you again this fall!



*Best Display, 2012 Rockford Show & Sale  
(photo by Joe Whinery)*

**FLIMZIE - The NMRA Rock River Valley Division Newsletter**

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

Enclosed Amt  
of Annual Dues\*

Regular Membership	\$66.00
Family Member(Spouse or Minor Child of Member)	\$9.00
Student Member (Under 25 Years)	\$32.00
No Scale Rails & NMRA Bulletin Membership	\$44.00
Sustaining Member (Club/Business)	\$110.00
Midwest Region Waybill Subscription	\$6.00

(NOTE: Life Membership No Longer Available)

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Street Address \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

\*as of 1/22/2012

**June Junket**

The RRVD is planning on having over thirty of its members opening up their layouts for viewing during the weekend of June 2-3 from 9am to 5pm. Please check our website for more details.

**RRVD Website**

Our website can be found at <http://rrvd-nmra.com>. You'll find information about our upcoming events, photographs, an inventory of our video/DVD library, past issues of the Flimzie, and much, much more. You can also sign up there to receive email reminders for upcoming meetings and to receive an electronic version of the Flimzie. Check it out!

## April 2012 Meeting Presentations

Bill Kirchmeyer has fifty years of experience operating model railroads. He had a model railroad when he was young but became bored with it and wasn't really into doing scenery. After discovering his interest in operations, he ripped up his old layout and rebuilt it with operating in mind. He estimates that he has operated on around 250 model railroads across the country. Bill started out his April presentation by providing the group with a few good reasons to get into operating model railroads. These included getting together with and getting to know other model railroaders, and an increased enjoyment of model railroading.

Next, Bill addressed how to operate model railroads which he split into two main sections. These included how to identify a train car and where that car has to go. Bill stressed that it is important to correctly identify

which industries get which type of cars so that the right car gets to the right industry. He identified three main methods for identifying train cars. These included "Tab on Car", car card and waybills, and computer switch lists. "Tab on Car" involves simply placing a piece of paper or a colored thumbtack

on each car to signify the town and industry the car is intended to go to. This method dates back to the early days of model railroading in the 1930s. Another method for identifying cars involves issuing each car a car card and a waybill. The car card is a single piece of cardstock which lists the type of car, the color, the car number, and the railroad it belongs to at the top of the card. On the left side of this card, the intended destinations for that car are listed. On the right hand side are boxes, which are checked off when the car has arrived at each of the listed destinations.

Computer switch lists involves entering data into a program that will ultimately wind up producing a printed list of all of the train cars. This is the most

difficult of the three methods, since it involves entering data into a computer and learning how to use the program to produce the switch list.

No car can move without authority, and Bill identified four methods of authority used on model railroads. These included verbal, track warrants, signaling or CTC (Centralized Traffic Control), and timetables and train orders. The simplest method of authority is verbal, which is only used on model railroads. The dispatcher tells the operator where to move his train cars. Track warrants are more prototypical and involve written authority. This is commonly used today on many model railroads. The third method, signaling, involves placing all of the switches under the control of a dispatcher and uses detection circuits strategically

placed on the mainline to detect the presence of train cars. Advantages of this method are the allowance of the highest amount of traffic possible, the realism of the use of signals, and the reduction in the amount of radio traffic from the dispatcher to the operators.

The main disadvantages of this method include greatly increased wiring complexity,

the need for a computer, and a significantly higher cost layout.

A fourth method involves the use of Time tables and train orders. These were present before the days of radio communications. It was difficult to use because the train crews couldn't talk with the dispatcher. To do this method required three things: a timetable, train orders from the dispatcher, and a rulebook.

There is a website devoted to operating layouts and operating groups in the Rockford area. Check out [www.rockrail.org](http://www.rockrail.org), for more information. (*Continued on page 6*).



## From the Dispatcher's Desk

by Jim Saska

As I mentioned in my last column, I had hired an independent consultant to draw up a track plan to fit inside a spare bedroom of my newly-purchased house. The consultant came up with two different plans, and I decided to go with the dogbone-shaped plan. In coming up with the track plan, the consultant and I had established that we wanted the layout to have the largest sized mainline curves that my space would allow. Due to the small dimensions of my train room, 11' x 10', we determined that the largest curves on the main line could only be 25 feet in diameter. After gluing down the pink foam, the consultant and I started to draw the track center line directly on the foam according to the track plan. For the curved areas, we made our own circumference tool out of a yardstick, screw, and pencil. We drilled a hole at the zero-inch mark, which was slightly smaller than the screw we chose. We inserted the screw in the hole. Next, we needed to drill another hole where the pencil was to be placed in the yardstick. We drilled a hole in the yardstick to accommodate the pencil at the twenty-six-inch mark. After finishing constructing the circumference tool, we simply drew our twenty-five-inch mainline curves by placing the screw point on a fixed point on the foam and drew the curve with the pencil. After determining that the curve was drawn accurately in the place that it was supposed to be, we retraced the curve line with a black Sharpie. After we drew the mainline curves, we connected them with our permanent marker. With all of the mainline curves connected, we began to lay the track directly over the lines we drew. I chose to use Atlas code 83 flex track since the brown colored ties look fairly realistic. I also wanted to use good quality turnouts on my layout as I didn't want to have to deal with derailments due to poorly-functioning switch outs. I decided to go with the Shinohara brand turnouts, which have a reputation as being good quality turnouts. I used nonflammable contact cement to secure the track to the foam. Contact cement is fairly easy to use and comes in convenient sized cans. I simply dipped a small foam

brush in the opened can and spread the cement along the lines I drew on the foam. I set the track section on the cement, keeping the center line in the center of the track. (*To be continued*)

## Train Crew Report

Dick Caudle was born in 1943 in Oakland, California. His family had moved out to the West Coast for his father to be a welder with the Pacific Bridge Company, building floating dry docks for the Navy. When Dick was ten months old, his family returned to Freeport, Illinois and grew up close to the Milwaukee Road & Illinois Central where his grandfather worked. Dick always liked steam equipment and learned how steam engines worked while in junior high school. In January 1962, Dick joined the Navy.

After naval boot camp at the Great Lakes, he went to "A" school, which is still at the Great Lakes. Dick reported aboard the USS Plymouth Rock LSD 29 as a machinist mate in steam propulsion for a year and a half and then transferred to the USS Boxer LPH 4. He saw a lot of the world and became a "shellback", getting to travel almost completely around the world. Dick was discharged as a second class machinist mate in March of 1966 "...after four years, five days, fifteen hours and ten minutes...".

Dick attended Kansas State College of Pittsburg, in Pittsburg, Kansas where he completed a two year program in heating, refrigeration, and air conditioning. He worked for a year in St. Joseph, Missouri before moving to Rockford.

The aspect of model railroading that Dick likes the most is prototype operation, and he was introduced to it by Al Freese in 1969. His other favorite aspects are constructing buildings and bridges, creating scenery, and operating session weekends. There have been many people who have influenced his modeling. Dick feels that you learn something new with every new layout you visit. (*Continued on page 5*)

## **Contests by Jim McQueeney**

This year's model contest for April was a scratch building project. I offered a kit full of parts to be used to scratch build something for the contest. The parts included in the kit were windows, doors, strip stock, sheet stock and sandpaper for roofing. There were five kits offered to attendees from an earlier division meet and four of the five were built and brought back to the April meet.

The model that received the highest popular vote was the "Forester Broom Handle Co." built by Ken Mosny. Ken received a gift certificate from a local hobby shop for his effort. The second number of votes went to Rich Woock for his "Fuel delivery" model entry. Thank you to everyone who participated in the contest.



*Forester Broom Handle Company-Ken Mosny's winning entry (photo by Joe Whinery)*



*Dick Caudle demonstrating at Show & Sale(photo by Joe Whinery)  
(Train Crew Continued from page 4)*

One of the lessons that Dick remembers the most is that passing sidings, yards, and the distance between towns are never long enough with one's first layout. Also, the benchwork and trackwork must be done well. It's easier to do right the first time!

Is there anything else Dick would like to do that he hasn't done yet? With an emphatic YES, he would like to complete one project before starting twenty others. [Editor note-Let us know when you've mastered this, Dick; many others would like to know how to accomplish this also!].

Dick became involved in the NMRA by seeing a flyer for the RRVD in Don's Hobby Shop on south Main Street. He joined in 1969 or 1970. Dick likes the people he has met in this hobby, and how they have helped him expand his interest in it.

Does Dick have other interests? His response: "Do wild bears live in the woods?" He has always loved fishing, camping, travelling, woodworking, building boats for the layout (more uncompleted projects), and building an R.C. Towboat and fifteen barges in "O" scale, two 12" to the foot Boats, 13 ' High School, and one 21' all completed.

At the top of Dick's list are his very understanding wife of forty-one years-Aleda—their son and daughter, grandkids, and one great grandson, with another grandson on the way!

*(April Presentations Continued from page 3)*

## **Modeling a Wood Shingle Roof**

by Ken Mosny

To get the look and texture of individually weathered wood pieces, it is usually necessary to weather the wood and apply them individually. This is true of such details as barn siding, flat car decks, and shingle roofs. To apply a few dozen barn or decking boards is easy compared to hundreds of shingles on a typical roof, so I have developed this technique to do it more rapidly. To make the shingles in HO, I use thin cedar veneer, 0.011" or 0.018" thick, from sierrascalemodels.com. Larger scales would use thicker material or regular furniture veneer.

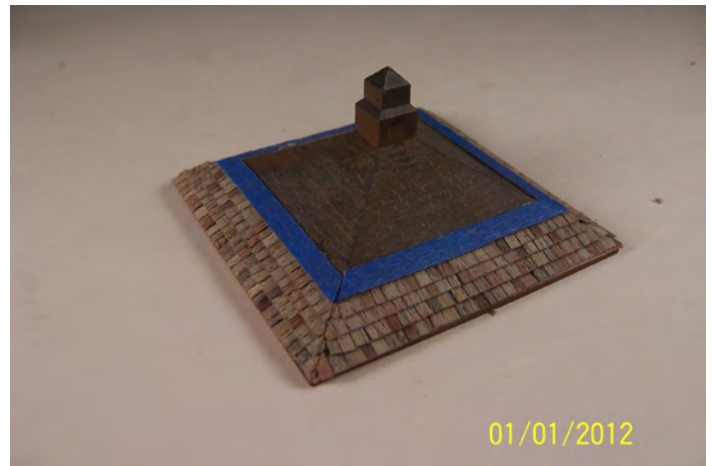
With a new, sharp blade, slice the veneer with the grain into random width strips five to ten scale inches wide x six real inches long. Mix a light muddy gray stain from craft store acrylic paint, using 1-ounce white, 30 drops black, 15 drops brown, and 1 ounce water. Dip the strips into the stain, remove them one at a time, and lean them vertically on a paper tile to dry. Mix an ink wash from ten to fifteen drops of India ink per ounce of isopropyl alcohol. With tweezers, dip and again remove the strips one at a time leaning vertically on a paper towel to dry. Repeat the ink wash if you want them darker. The result is a weathered appearance of bare wood.

Prepare some 4 x 6 index cards by fixing 2" wide blue painter's tape sticky side out to the cards with double side tape. I print cut guide lines 11 scale inches apart on the back of the cards. Press the strips side by side onto the blue tape on the cards. Using the lines printed on the back of the cards, cut across the strips with scissors so you have an row of individual shingles attached to a strip of blue tape.

I use 0.040" styrene painted gray or black for the roof base in HO. Paper base materials, such as cardboard, will warp. Sand a plastic kit roof with molded shingles flat. Using a glue syringe, apply a continuous bead of DAP Qwik Seal clear adhesive caulk along the edge of the roof. It took me some time

to find an adhesive which works well without warping the roof, so substitute at your own risk. Press a row of shingles into the the caulk. I apply enough Qwik Seal so it just squeezes out at the top of the row. Allow to dry at least 15 minutes and peel the blue tape off. Work your way up the roof spacing the rows five to six scale inches apart. Measure and line up carefully to keep the rows straight and adjust the spacing to avoid a wide or narrow row at the roof ridge. The long glue drying time per row means that it takes me a week to do a roof.

Finish up by capping the ridge with individually glued shingles or use a metal cap. Painted 0.005" styrene or paper can be used to represent galvanized



## **RRVD BOARD OF DIRECTOR MEETINGS**

May 21, Jun 18, Jul 16

**CABOOSE**

*Doug Loy*

The 2012 show and sale is now history. Winter weather is a thing of the past. The time is now to get outside. Or are you a year-round modeler? I think some time off from the hobby is a good thing. A person can get burned out doing something continuously. I know that I personally can't be a model railroader all the time, but that doesn't mean I don't think about it often. I hope this summer I can do some serious rail-fanning. I finally caught up with the times and bought a digital single lens reflex camera. I had help from Joe Whinery on selecting a camera to purchase (I was deciding between a Nikon and a Pentax brand). What finally made my decision was the Pentax could use regular batteries when the normal rechargeable ones would go down. So I am off to locales and places to try it out. Have a safe and enjoyable summer, because remember that no matter how hot it gets, winter is just around the corner!!!

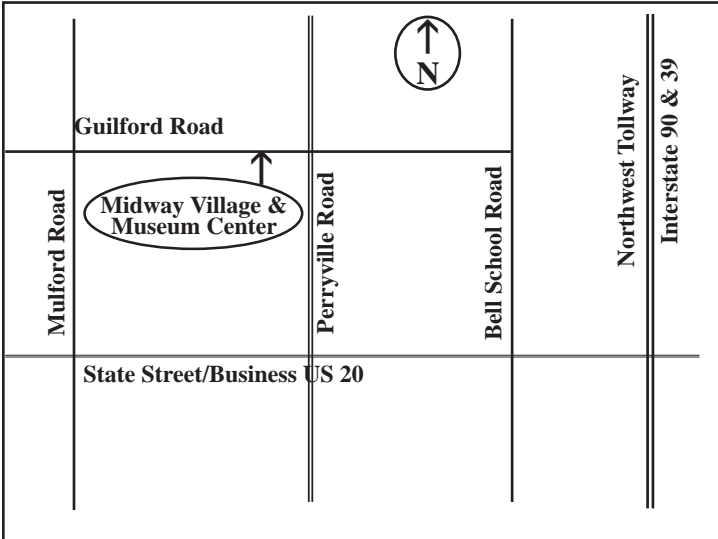
**RRVD visits the Argyle Club last March**

*(Photos by Joe Whinery)*



*Some entries in April's scratchbuilding contest  
(photo by Joe Whinery)*

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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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