



The Rock River Valley Division, RRVD, is a local division of the Midwest Region of the National Model Railroad Association, NMRA. The RRVD serves the NMRA members in areas of Green and Rock Counties of Wisconsin and Boone, Jo Davies, Lee, Ogle, Stephenson, Whiteside, 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 Midway Museum Center. The RRVD also hosts an annual Model Train Show & Sale usually the last weekend in March.

**Visit our website at: [rrvd-nmra.c](http://rrvd-nmra.c)**

**Editor: Ken Reinert**

Superintendent: G. Jay Kabitzke

Assistant Superintendent: Tom McCabe

Chief Clerk: Ken Peterson

Paymaster: E. Ken Mosny, Jr.

## **From the Superintendent by Jay Kabitzke**

March is fast approaching and with it comes time for our annual Show and Sale held each year at Jefferson High School in Rockford. As usual, to make the show a success requires the help of many members from the Division. This year is no exception. We have placed signup sheets at the last two meets. We need

- 1) setup helpers on Friday afternoon, the 18th,
- 2) ticket sellers for both the Saturday the 19<sup>th</sup> and Sunday the 20th,
- 3) general help for both days,
- 4) individuals to staff the RRVD booth both days and for the task of tear-down late Sunday afternoon.

Signup sheets will be available at the March meet as well. Please sign up to help. The sale is our major fund raiser which enables the Division to pay our bills the rest of the year. By helping with the show, you will get to know other members and join in the comradeship, plus meet people of our greater community.

As I mentioned at the February meeting, the National Model Railroad Association has

asked RRVD to host the Midwest Region Annual Convention in 2017. This is a huge endeavor and we want to form a committee to organize and shepherd the convention. A venue must be found, clinicians found, layout tours and side tours arranged. I was glad that two individuals have already come forward but we need many more to lighten the burden. I ask that members interested contact me ([g\\_kabitzke@yahoo.com](mailto:g_kabitzke@yahoo.com)) or better yet come to our board meetings held the third Wednesday of every month at 7:00 PM at the Westminster Presbyterian Church located at Bell School and Spring Creek Rds. in Rockford. Our meeting room is at the south end of the complex and down the hall to the right as you enter the building. The next meeting is scheduled for February 17<sup>th</sup>. If we cannot get enough individuals to volunteer, we will have to tell the national that we cannot host the convention.

I have been asked by many modelers what events are coming up as far as train shows in the area. I want to acknowledge and thank Don Brindle for the work he has done in publishing the "NMRA Timetable." It lists the many open houses, sales, and events going on in the region.

At each of our meets we have a modeling contest. January's contest was for locomotive models. It was well received and we had many entrees. February's was for on line structures and there were only two. I would think with all the layouts we have there would be more competition. You can see photos of the entrees in this issue of the "Flimzie."

Spring time also brings elections for the various RRVD positions as well as needed volunteers for various board positions. Anyone interested in holding office is ask to submit you name to Gary Loiselle who is our Nomination Chairman. We are in need of a Contest Chairman and Clinic Chairman since Jim McQueeny, our long time chairman, has decided to step down after eight years.

Our March meeting will be at Midway Village on the same weekend as the Sock Monkey event. We will be in the Courtyard Room, which is reached by going to the left through the double doors as you enter the museum proper.

## Upcoming Contest Schedule

**March:** Off line structure. House, gas station, stores, slums.

**April:** Silk Purse from a sow's ear. Taking a non-detailed model and reworking it to create a detailed and refined model. Can be

freight or passenger cars, engines, or structures.

**May:** No local contest. We will be meeting with the Madison group in Wisconsin. (Look for Web page updates since Madison usually holds a contest.)

Prizes are Ten Dollar Gift Certificates to a regional hobby shop.

## Upcoming Clinics

by Jim McQueeny

In March we will have two presentations by Jerry Pyfer.

One will be "Tales of the rails of the ICG" a review of the years 1978 - 82 when he worked the Freeport and Amboy districts as a trainman. The other will be "We didn't always haul freight" looks at the railroad jobs that did more than haul freight.

The April presentations will be by Ken Mosny and Jim McQueeny MMR. Ken will present "From Junk Box to Jewel" the modeling journey of Mule Car No. 2.

Jim's presentation will be "structure building and painting tips."

There will also be a video presentation by Ron Johnson about operating sessions on local area layouts.

## Here is a very important "News Flash"

As I mentioned at the January RRVD monthly meeting I will be resigning as Clinic Chairman as of the end of the April meeting. After eight years of Clinic and also Contest chairman it is time for me to step down. The past opportunity has provided me with a great deal of satisfaction and sense of accomplishment providing for the RRVD members and guests.

The Division needs a volunteer for Clinic Chairman to carry on this important function. I will be happy to discuss what is involved with this position. Please forward your resumes to our Superintendent Jay Kabitzke for consideration.

Jay's contact information can be found on our RRVD web site.

## Clinic Presentations

The January clinic was given by Randy Carnhart. He made a slide presentation highlighting former and current railroads of North Dakota. Along with showing slides of motor power he included pictures of numerous grain elevators throughout the region.



February presentations were made by John and Ingrid Drozak. John showed slides of various transfer cabooses and how they were mostly made from old boxcars with a few built new. He then followed up with detailed pictures on how to build these line cars from scratch or kit-bashing them from manufactured cabooses on the market. Included in his presentation were various methods used in modeling with styrene.



Ingrid followed John's presentation by showing our group how to make trees from natural material found growing in our gardens to be used as tree armatures. She also covered the use of commercially available armatures as well as using wooden dowels, chop sticks and cooking skewers for pine tree trunks.

To the above she added colored poly-fill and ground fine scenery foam of various colors. Everyone agreed that the presentation was most interesting and hung around after the presentation asking numerous questions as seen below.



### 2016 Winter Contest Winners

The January contest was for locomotives of any type. Shown below are some of the entries.



The winning entry was the CN&W called "now and then" featuring a modern diesel and 4-8-4 steam locomotives.



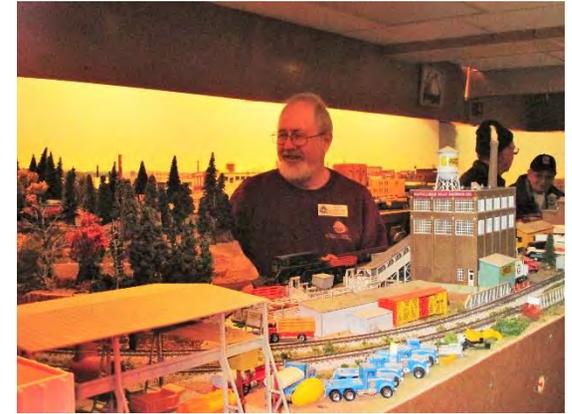


In February the contest was for on line structures. Shown below are two of the entries. The first picture shows Ken Mosny's structure of an old industrial building converted into a campaign headquarters. The second and third pictures are of the contest winner an icehouse by Bruce Giersch.



## Recent Layout Visits

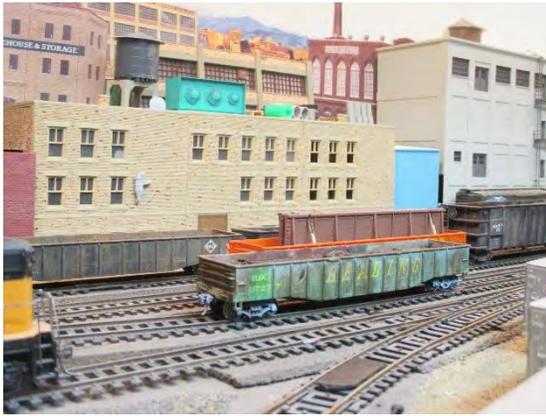
After the January meeting there were two layout open for visits. Gary Loisel and Ken Mosny were the gracious host.



Gary standing amid his railroad empire.



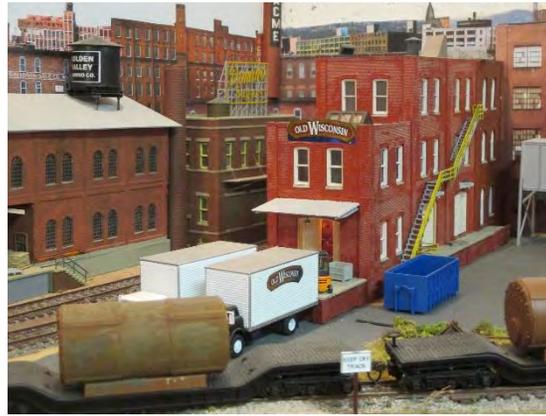
Gary is not lacking for open loads or vehicles.



A Penn-Central gondola dented and battered illustrates Gary's love of open loads. He has given clinics on the subject.



A detailed town scene with lighting and backdrop scenery gives the illusion of greater depth.



An industrial area with some kit-bashed buildings to fit the space. Foreground building is Gary's version of a Wisconsin Cheese plant.



A view of Ken Mosny and his layout currently under construction. He hand laid track in viewable areas and uses flex for staging and unseen spaces. Ken is thinking of building a platform for easier viewing. The layout is built in a basement area which was formerly a

crawl space and thus the foundation structure made it necessary to build the layout so high.

After the February meeting Jerold Schukuecht and Roger Rushmeyer opened their layouts for visits.

Jerold's layout is an around the wall layout with most of the track work completed and 10% of the scenery as shown below.



Of interest to most visitors was a lift bridge which provided easy access to the room. The bridge was constructed utilizing European cabinet hinges, cabinet magnets and "V" shaped location blocks. Shown below is a picture of the bridge in its open position. The alignment and locking mechanism which includes a micro switch to control power to the approach tracks by reversing electric polarity to the approach tracks causes the

approaching train to short the DCC circuit stopping all trains on the layout.



Jerold standing in the midst of his Vaig & Phaugee Railroad.

The second railroad visited was Roger Rushmeyer's Great Northern. His railroad is a two-level pike. The scenery is about 60% complete with areas under revision requiring

new scenery. Below are pictures of the layout and Roger its president.



## RMC Magazine Article

By Ken Reinert

One of the RRVD members Joe Whinnery's layout has been picked to be the focus of an article to appear in the March 2016 issue of "Railroad Model Craftsman." Joe talked with freelance writer Dave Rickaby who proposed doing an article about Joe's layout for "Model Railroader Magazine" after visiting it in 2010 for the NMRA national convention.

Dave came to Rockford in April 2015 for about three hours taking photographs and an interview. Originally he was to be here that January which gave Joe an extra three months to get his layout ready. Joe also had the time to make a map and write a "Layout at a Glance" in the interim. Joe said drawing the layout map brought back old high school drafting and basic layout skills.

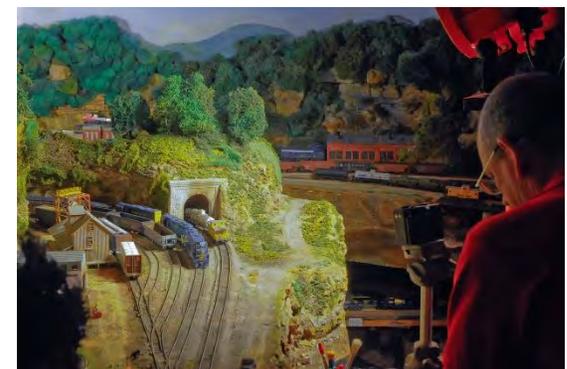
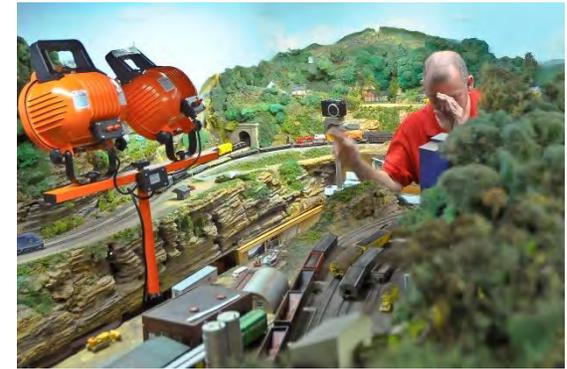
Rickaby used a small camera, Cannon G-5, and home constructed halogen lights. Since Joe is the RRVD photographer he was interested in Rickaby's technique.

Months later Rickaby wrote that MR had passed on the article, but RMC decided to take it. Joe met with Stephan Priest, the editor of RMC, at Trainfest, who said that when Whiteriver took over RMC there were

over 800 articles waiting for publication. Joe felt fortunate to be chosen for publication.

Joe started his layout for his own use and enjoyment and never imagined it would be open for both the 1997 and 2010 NMRA convention tours. Joe met with Allen McClellan of Virginia and Ohio fame who made suggestions to further improve the layout. Joe stated that visitors from West Virginia and Kentucky said they recognized the places after which the scenes were patterned. In reality they were loosely based on how much space he had, the structures he had, and what looked right for the scene. Joe holds a Master Model Railroader Certificate for Scenery and a Golden Spike Certificate.

Shown below are some photos of Rickaby in the process of documenting Joe's layout.





## RRVD Christmas Party

This December the Division held its annual Christmas party at Lino's. Below are pictures of the some of the dinner participants.





contains contact cement from a tube thinned with toluene. Two of the other bottles contain styrene glue made from scrap clear styrene dissolved in toluene similar to glue in a tube, but thinner. One has the consistency of heavy oil and the other very light oil. The bottles are small, ¼ ounce, to limit the inevitable spills of the flammable solvent, noxious vapors and mess. Two of the applicator tools here are a homemade glass tube “Touch n Flow” type applicator and a wood dowel with a sewing needle in one end and a fork made by grinding the eye of a sewing needle open in the other end. (Photo 1)

structures. Its main advantage is it creates a very strong, stable, long lasting joint with wood, plaster or paper materials, and it cleans up with water. Its main disadvantages are that the dried glue is brittle and its solvent is water. Wood and paper absorb water and swell. When using it, the best joints are clamped while drying so that as the swollen wood dries and the glue shrinks, the clamp pressure keeps the joint tight. Otherwise, the joint pulls apart as it dries. However, most model joints don't require that degree of strength. You can usually get by without clamping for structures, wood trestles, small details and the like that are difficult to clamp. (Photo 2)

## Adhesives I Use for Modeling by Ken Mosny

This time I am going to talk about various types of adhesives and tools to apply them. Various adhesives have different characteristics and all have advantages and disadvantages. There is not one of these that can be used for everything. Each has a purpose.

Here are some of the adhesives and tools that I use. I keep this array of bottles on my model bench all the time. The wood glue, MEK in one of the bottles and ACC you probably already use. The amber bottle



### Yellow Wood Glue

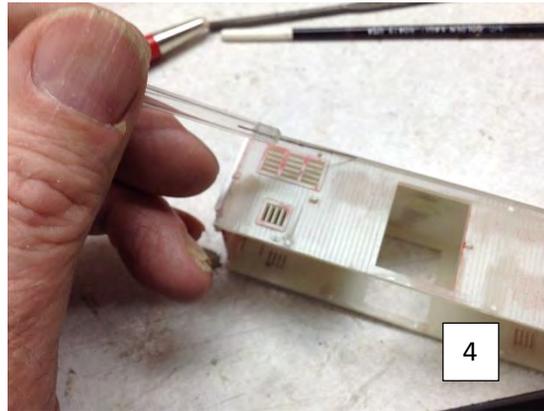
I often apply it with a glue syringe or the needle end of the stick shown. Here it is being used to glue this boxcar. I also use it for plaster casting assembly and wood



### MEK

Next is joining styrene. Here, my first choice is usually MEK. Its main advantage is that it

makes strong joints in styrene instantly by wicking into the joint. Its main disadvantage is that joints must be tight as it does not fill gaps, and the joints must be held in place while applying. It also can wick into joints where you don't want it. My favorite applicator for MEK is the glass tube on the left. This tool is made by gluing a piece of 27 gauge hypodermic tubing in the end of a glass tube with epoxy. You can also buy it as a "Touch n Flow", but they break easily so I make them myself. You fill glass tube with MEK. When the tip of the hypodermic tube is touched to the joint, a controlled amount of the MEK wicks into the joint. This tool is much more precise and controllable than a brush. Have 0.008" wire handy to clean out the tip. (Photos 3 and 4)

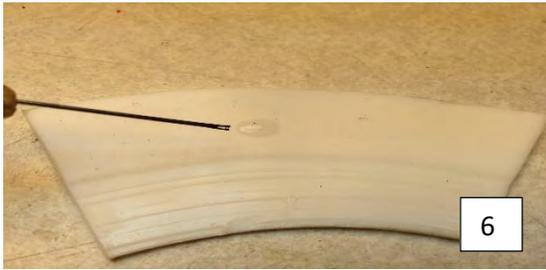


Sometimes, styrene must be glued by applying the glue to one part and sticking it to the other such as these roof walk supports. Here MEK applied to the joint would run and ruin the spaces between the long walk boards and make a mess with the tape. This is where I use the "light oil" styrene cement made by dissolving some scrap clear styrene in toluene. Apply it to one side of a part with a brush and stick the part in place. It is too thick to use in the glass tube applicator. (Photo 5)



## ACC

ACC can be difficult to apply precisely, and it usually is only needed in very small amounts. Its main advantage is that it will adequately hold for model work a wide variety of non-porous materials including acetyl plastics (Delrin). Because it has low surface tension, the water thin type wicks into joints almost invisibly. Its main disadvantage is that ACC has no tack and the parts must be held steadily while they set. Any movement of the joint while curing will cause the joint to fail. Also, it is not easily reversible, and the joints have no flexibility. I keep a lump of modeling clay on hand to sometimes hold the parts. To precisely apply small amounts, a drop of ACC is placed on a piece of Teflon sheet cut from a scrap Teflon chemical pipe flange gasket. Since the Teflon long delays the ACC setting time, it can remain liquid for several hours, and it wipes clean off the Teflon. My favorite tool for applying dabs of water thin ACC is a fork made by grinding open the eye of a sewing needle that is stuck into a wooden dowel. The fork is dipped into the ACC puddle and touched to the joint. (Photos 6 & 7)

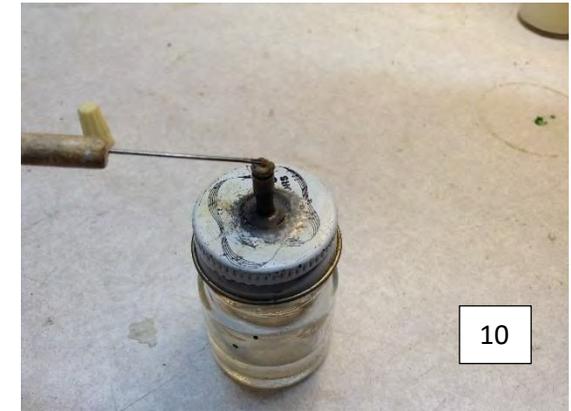


The gel type ACC has the advantage of having enough tack to hold parts together while the ACC sets but it is not very precise for fine model work as it can ooze out of the joint when pressed together. However, it does make a good filler for small imperfections in styrene surfaces. When hardened, it has working characteristics similar to styrene so it can be filed and sanded invisibly. I have even filled imperfections on round parts and then turned them in the lathe. It is also strong enough to reconstruct edges and corners. It does shrink so several coats may be required to fill. Here it is being used to fill a hole. (photo 8 &9)



Eventually, the needle and fork become coated with glue residue. ACC is especially difficult to clean off. I find the easiest way to clean the tips is to pass the tips through a flame and then wipe with a small wire brush. I use my alcohol lamp for the flame, but a

candle could do. **CAUTION, DON'T HAVE THE FLAME AROUND MEK, TOLUENE, OR OTHER FLAMMABLE SOLVENTS.** (Photo 10 &11)



### Liquid Tape

I use "Liquid Tape" where flexible reinforcement is needed. It dries to a black rubber-like substance. As it comes from the bottle, it is too thick and lumpy for small

model work. I put some thinned with toluene or xylene in a small bottle. Here it is being used to reinforce wires from a micro bulb, and it can be used as a light mask on the back of LEDS or bulbs. I also use it for tacking wires in place inside shells and insulating decoder wire joints where heat shrink tubing is too bulky or the shape is odd. (Photo 12)



### Contact Cement

The bottle of contact cement from a tube is thinned with toluene for fine work. Contact cement's big advantages are that the bond is flexible, high tack, instant, and requires no

clamping. It works well to cement thin wood siding on wood kits such as the roof of this boxcar or for paper. Here, other types of glue, yellow wood glue or acetate glue (i.e., Ambroid) need to be clamped. Also, I have had the water in the yellow wood glue swell the wood enough to cause cracks in thin sheathing as it dries. Apply contact cement to both surfaces, allow to dry, and press them together. Make sure you have them in exact position when pressed into place because the bond can't be shifted later. Because it has high tack, can also be used to temporarily position parts using ACC as the final bond. Apply a tiny dab with a needle tip to the back of a detail part and press the part in place. Follow up with the ACC fork tool for the final bond. I also use contact cement for attaching small metal details to wood and plastic bodies. Small amounts of residue can be cleaned off wood models with MEK and a micro-brush. (Photo 13)



### Adhesive Caulk

I am still experimenting with uses for this adhesive calk. Its main advantages are high flexibility, low shrinkage, and adhesion to a wide variety of porous or non-porous materials, good tack, good gap filling, and water cleanup. It dries clear and dull so it is good for scenery. It is, however, a weak adhesive. So far I have used it to glue wood to styrene and it works well. When thinned with water about 10:1, it makes an excellent ballast adhesive. Unlike thinned white glue for ballast, it dries flexible so it resists cracking and chipping. It may also be quieter. A glue syringe makes a good applicator. (Photo 14)



## AROUND THE ROUNDHOUSE CORNER

By Ken Reinert

I am continuing to travel the Division to interview another member of the Division and view their railroad. This time I am visiting the Waucon Mineral & Addison Railroad and its president Dick Caudle. Dick may be known to many of you as the person who schedules the layout tours after our monthly meetings and provides the electrical hookups for our annual Show and Sale. He worked for years in the heating and air conditioning business and this will be evident as we view some of the mechanical movements on his railroad. He also has a great interest in river and lake navigation and the boats and ships which plied them in the late 19th and early 20<sup>th</sup> Century.

As I visited with Dick, he stated that as a kid he never liked history, but now as he studies early railroads and river and lake navigation it has become a hobby in itself. Waucon and Mineral & Addison is a fictitious railroad based on close study of early railroads in Wisconsin and northern Illinois. Its time period is late summer of 1914, as Dick says he keeps it in summer so that the rivers never freeze. The railroad interchanges with two short lines and three major railroads as I

remember. (There is so much track and interchanges with railroads as well as water born shipping and car carriers, it would have taken me a day to document each.)

The layout is two levels with three different helixes connecting the levels. Dick said the layout was originally single level but to gain more operating interest and staging he added the helixes and lower level.

Shown below in Dick's crew room/work bench area are model ships built by Dick. The top one is a stern wheeler powered by batteries. It can move at 3.5 miles/Hr.



Pictured above are models of zinc gondolas which Dick is scratch building based on an article in the "Milwaukee Road Historical Society Magazine." The question he has is how the cars were unloaded. They were filled from the top cupola and had handles on the side but what was their use? It would seem quite dangerous to lift up the side panel and have the zinc bury you. If you have any knowledge of these cars' function, let him know.



A kitbashed structure used for a background model of zinc refinery which generates a lot of traffic for the railroad.



A kitbashed mine on the Powell Yates & Eastern a short line connecting with Waucon offering more traffic and interchange activity during operating sessions.



The road hauls more than just minerals as can be seen by the King Packing Co. reefer.



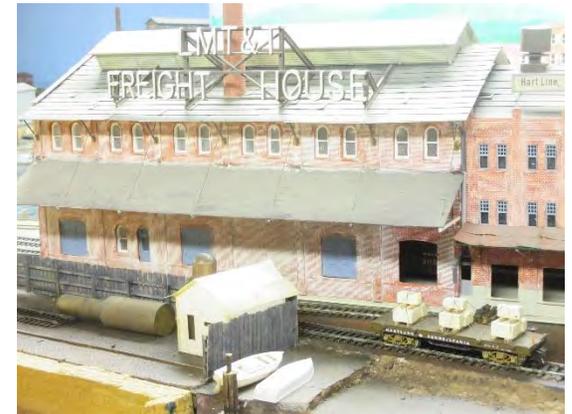
The mainstay of the motor power fleet are 2-8-0 consolidations from Bachmann. The layout is powered with DC and walk around throttles. He uses code 70 rail with some spurs going down to code 55 (which he says is a bear to work with and would not do that again).



The front view of a car ferry docked for loading.



The rear of the ferry being loaded at the adjustable height slip.



Pictured above is the steam ship company freight house.



Combination Waucon and Chicago Great Western freight house. One of the many kit bashed structures on the layout. I do not believe there is **one**, as designed to be built structure on the railroad.



Dick found that using wooden coffee stirrers are useful in building structures and fences. They all take stain differently and they are real wood.



The above views are one of the three helixes that serve the railroad with some going to staging and others going to various towns and industries. Notice that it is not just a circle but an ellipse having straight sections of track.



Above is a picture of a fully operating lift bridge for which he won a contest. As I mentioned early in the article, Dick worked in the HVAC field. The bridge up and down movement is powered by an air operated baffle motor used in commercial heating and air conditioning systems. Below is a picture of a swing bridge on another part of the layout and the motor used to power it. Lily pads in the water were made with green paint streaked paper and cut out with a paper punch. They are placed in the clear material.





I will be back next issue and who knows I might be visiting your layout. If you would like your layout featured, let me know at the next meeting.

### Open Load Project

Charlie Wickhorst recently sent this editor an e-mail containing pictures of an open load being delivered in Rockford. As most of us know Charlie is a great fan of open loads and never misses a chance model them. The pictures show the delivery of a large transformer on a depressed center four truck flat car. I have included some photos below.



Just in case you have never seen Dick. Here is a picture of him standing in a layout aisle. You can see the two levels of the layout at this point.





## Show & Sale March 2016

by Doug Loy

Mark your calendars. The 2016 Show & Sale is on March 19 & 20 (setup is on Friday March 18). We still need volunteers for the three days, the signup sheets will be at the March meet. Hope everyone can come out and enjoy model railroading with your friends and family.

Please consider joining the NMRA if you are not yet a member. While you may not agree with everything that the NMRA does, overall the organization is good for the hobby and YOU!

The RRVD test track still needs donations. All that has been donated is some HO scale track. How about the rest of the scales? There must be other scales out there that can be used! Update on the test track that was proposed in two FLIMZIE's. "Nothing has been done", not one donation towards this project was received. Not even one rail joiner! I have been reading in the NMRA ORG magazine and the Midwest Region Waybill on the state of the NMRA that members just want to get from the NMRA and not give anything in return. I think this is now very true. I had hoped that members of the RRVD would donate some used track and power supplies to construct a test track for our Show

& Sale, but I really was surprised that NOTHING was donated. I am sure layouts that have been built and changed would have a small amount of track to donate to the Show & Sale test track would be easy to receive.

Volunteers needed for the show:

Saturday general help – March 19

Sunday general help – March 20

Saturday tickets sales – March 19

Sunday ticket sales – March 20

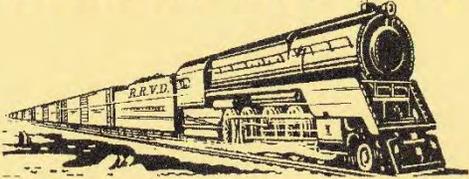
Saturday RRVD table – March 19

Sunday RRVD table – March 20

Sign-up sheets will be at the March meet

ROCK RIVER VALLEY DIVISION  
NATIONAL MODEL RAILROAD ASSOCIATION

# MODEL RAILROAD SHOW & SALE



**MARCH 19, 2016 10AM-5PM**  
**MARCH 20, 2016 10AM-4PM**  
**JEFFERSON HIGH SCHOOL**  
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44,000 sq ft of layouts and displays  
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