

FLIMZIE

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



August 2022 Volume 55, Number 12

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. The meets start at 1:00 PM, and the doors open at 12:30 PM.

Please note that the RRVD has a new mailing address:

**Rock River Valley Division
P.O. Box 2213
Loves Park. IL 61131**

Mark your Calendar

**Gateway 2022
NMRA National Convention and National Show**

The **Gateway 2022** NMRA National Convention and National Show will take place Sunday, **August 7, 2022, thru Saturday, August 13, 2022**. The Convention will be held at Marriott Grand, St Louis 800 Washington Ave, St Louis, MO Saint Louis, MO. The train show will be at the Collinsville, IL Gateway Convention Center. The website is https://www.eventsquid.com/event.cfm?preview&event_id=13724

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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., July 21, 2022, for a August 1st publication.

Message From the Superintendent

By Marty Hendrickx

Hello everyone! I hope everyone is enjoying their summer. I know I have been busy with visiting family, graduations, and barbeques. Your Board of Directors has been busy making plans for the upcoming year. We will be publishing the meet schedule and events shortly. I will give you a little sneak peek for the September and October meets.

September will be a traditional "what did you do this summer". For some of you this might bring back bad memories of your first writing assignment when we returned to school in the fall. Hopefully, some of us did get out and do some train fun stuff and would like to share with us their experiences. If you have not, there is still plenty of time and numerous day trips you can take.

- Illinois Railway Museum in Union has lots of new equipment and has completed a number of buildings on their Main Street area.
- Fox River Trolley Museum in South Elgin has some great trolley equipment, and they offer a fun ride along the Fox River.
- Mid-Continent Railway Museum in North Freedom, WI has a lot of unique equipment and has a regularly scheduled train ride.
- East Troy Electric Railroad in East Troy, WI offers a variety of interurban train rides.
- The Museum of Science and Industry in Chicago has the Pioneer Zephyr and one of the largest public HO scale layouts in the country besides a lot of other neat exhibits.

Please consult their web site before going to get prices and schedules. Some of these are not open every day. There are other places to visit but these might be some of the best in our area.

In October we will be visiting the Oregon Depot Museum and will have a presentation on the history of the depot. Afterwards we will be visiting Mike McBride's Iron Cross layout in Dixon. This is a very fine multilevel layout that has been featured in *Railroad Model Craftsman*.

Another change you will be noticing soon is how the RRVD will be delivering emails, as we are planning on getting a Constant Contact account. Since we now have a large number of email addresses between the membership, Flimzie subscriptions and train show attendees and vendors, it was decided this was getting to be too much to be sending out using an Outlook account. We expect to have this up and running by September.

Train Fest in Milwaukee has finally published their ticket information for the show in November. RRVD has decided to NOT have our Train Fest Bus this year. The cost of chartering a bus has increased dramatically and that coupled with the increased cost of the tickets, we were looking at a cost of about \$60 for the trip. Tickets will cost \$19.95 for one day and \$20 for both days. There is a discount code "KE20" which will reduce the cost by 20%. I'm not sure how long this discount code is good for so I would recommend if you wanted to go, to not wait. Here is the link <https://www.train-fest.com/tickets>. I would suggest if you go to get together a carpool with 3-4 guys. I would estimate the cost with the discounted tickets, parking and gas to be in the \$25-30 range each for 4 people.

The Rock River Valley Division Facebook page is up and running. If you do Facebook, please "like it" and send us content. If you visit any of the locations I suggested earlier or any railroad event, please post your pictures and comments. Our old Facebook page had over 1500 followers and it would be great if we can get back to that number.

Lastly, RRVD is having its annual Potluck Cookout for RRVD members and a plus one on Wednesday, August 17 from 5-7 PM. RRVD will provide the burgers, brats and soda and water. BYOB is permitted. Bring a side and a desert to pass. The address and directions are on the web site. Please let Ken Mosny or I know if you are coming so we have enough food. I would like to see as many of you at the picnic as possible as this is a fun event for us to socialize.

The Layout Design Column

By Ken Peterson

This month I would like to share the process I used for the design of my permanent model railroad, **The Plainfield Lines**. Beginning with the concept, or the real story I wanted to tell, I developed a history of the Plainfield Lines.

Its Roots

The Plainfield Lines has its roots in the Wisconsin Central railroad. The Wisconsin Central was incorporated as a land grant railroad by a special act of the Wisconsin legislature on February 4, 1871 to tap the vast lumber and forest reserve of northern Wisconsin. The Land Grant to the Wisconsin Central was from Menasha to Ashland, WI. The WC was granted 888,288 acres. Construction began in Menasha, WI and was built through to Ashland, WI. On June 16, 1877 the first through traffic from Milwaukee to Ashland was run. The **Milwaukee and Northern** was used for the final stretch between

Menasha and Milwaukee. The WC leased the **Milwaukee and Northern** until 1882 when it was incorporated into the **Milwaukee Road**.

In October 1875 the Wisconsin Central Railroad Company began construction of the Portage Branch. Construction began in Stevens Point and proceeded south to Portage. It took two construction seasons to build the 71-mile route. It was complete on October 15, 1876. The purpose in building the P-Line, as the Branch was commonly called, was to obtain an alternate connection to the city of Milwaukee via the **Chicago Milwaukee & St Paul Railroad** connection in Portage. The WC did not have access to Milwaukee. Its connection from Menasha was the leased **Milwaukee and Northern** which ran into the city of North Milwaukee. From there the WC leased trackage rights and terminal facilities from the **CM&StP** in downtown Milwaukee. The WC owners also believed they would extend the line south past Portage to Madison and connect to the **Illinois Central**. It was hoped someday to gain direct access to Chicago.

In order to tap into the high-quality granite that was being mined between Endeavor and Montello, the **Packwaukee and Montello Railroad** was built in 1881 by the owners of the WC and was leased to the WC. It terminated in a junction with the WC at Packwaukee, between Endeavor and Westfield. In 1899 the Wisconsin Central Railroad Co was re-organized and became the Wisconsin Central Railway Co. The Packwaukee and Montello RR was purchased and became part of the WC at that time. The P-Line crossed and interchanged with the **Chicago & Northwestern** in Bancroft and Endeavor. It crossed and interchanged with the **Green Bay & Western** in Plover.

Ownership of the P-Line changed several times. The Wisconsin Central operated it until 1909 when the **Minneapolis, St Paul & Sault Saint Marie Railway** (commonly known as the **SOO**) took control of the Wisconsin Central. It operated under the **SOO Line** until 1987. A new railroad was formed called the **Wisconsin Central Ltd**. It purchased the Lake States Division from the SOO Line. This included the P-Line and the GB&W.

New Beginnings

In 1988 the WC announced the abandonment of the P-Line and parts of the GB&W. Entrepreneur Kenneth R. Peterson Jr of St Louis, MO met with key businessmen of Central Wisconsin and brought together a group of investors. Their association became the Peterson Group. In the fall of 1988, they purchased the former P-Line and a portion of the GB&W that ran from Plover to Biron, WI where Peterson's Consolidated Papers Mill was located. This acquisition provided Peterson the ability to ship his paper products through interchanges with the **Wisconsin Central** (former SOO Line) in Stevens Point, **Union Pacific** (former **C&NW**) in Endeavor and **Canadian Pacific** (former **Milwaukee Road**) in Portage. The negotiations were difficult

because the WC did not want to give up the former GB&W track and the Consolidated Papers business. The existing service the paper mill was receiving was not good enough in Peterson's eyes. And he saw another way to make money by having his railroad being the originating source for the paper shipments. Peterson took an "It's all or nothing" attitude with the WC and got what he wanted.

Peterson named the new railroad the **Plainfield Lines**. He stated the name comes from the flat country the RR operates through. With the exception of some rolling hills north of Portage, the granite hills in the Montello region, the Plainfield Lines is built on a large sandy plain. The plain located north of Plainfield, WI does not vary more than 12 ft in 22 miles. Its rich sandy soil is great for growing potatoes and other vegetables. The flat marshy areas were perfect for growing cranberries. Ocean Spray operated several processing plants. The large open areas made growing vegetables profitable. There were large canning and freezing plants in the area.

Included in the purchase were WC locomotives, box cars, covered hoppers, gondolas, and insulated box cars. An old WP GP-40-2 was purchased at an auction to perform the work at the paper mill. The railroad offices were established in the old WC depot at Plainfield. Since the Plainfield Lines startup, the WC was sold to the **Canadian National**. So, the interchange in Stevens Point is now with the **Canadian National**.

The focus of the Plainfield Lines is to win back customers the **SOO Line** let go to the trucking businesses. It will accomplish this by providing superior customer service. This begins with the **PL** employees. Peterson is a strong advocate for a person's right to work. The union has no place on this railroad. The biggest complaint union workers have had, is the call board, superiority rules and the horrible changing hours the railroads force their employees to work. It exhausts them and makes family life nearly impossible. Peterson wants only flexible, motivated, and hard-working employees. They must be willing to put the old ways of railroading behind themselves. The first change the new employees must accept is Engineers/Conductors are all salaried employees hired to work the specific shift every day, whether it is day or night. They know when they will be working every hour of every day of the year. This will let them have a family life if they choose. Peterson ran their benefit package through the paper mill's group insurance to provide low-cost high-quality benefits. The paper mill is non-union also. All **PL** employees are customer service representatives. The Engineers and Conductors were hired based on their people skills as well as their railroading skills. They have been given extensive customer service and sales training. It is their job to meet the needs of the rail customers. Their train schedules are ample enough to allow them to stop and talk to former **SOO Line** customers about the new **Plainfield Lines**. They can show how much they care about providing service face to face with customers. They can explain **PL** trains will be

passing by their plant every day and will stop to pick up or drop off cars as their needs require. They are not just slick salesmen, promising the impossible for rail crews to deliver. They will be the crew to keep the promises. The company motto is "**No train is too short to deliver on time, every time!**" When a customer calls for one load that "just has to go today", the **Plainfield Lines** will take care of it.

The result of this sales focus has been the return of the many businesses to shipping by rail, for example:

Endeavor: Crystal River Bottling Co.
Inland Cement
Sunrise Feed and Seed
Mengle Ready Mix
Mills Brothers Lumber

Westfield: Pine River Gravel
Great Plains Gravel
Blum Brothers Box Co

Plainfield: ADM Elevator
Johnson Filter Materials
Woods Furniture Co
Moore Business Forms Co

Plover: Plover Fabricating
Heartland Grains Elevator and Flour Mill
Barnhart Machining

In complying with the company motto "**No load is too short to deliver on time, every time!**" team tracks are being set up in every town the **PL** services. The closed depots are being re-opened. This allows customers without a rail siding and customers with less than carload (LCL) shipments to be served. Daily AM and PM local trains assure all freight is picked up and delivered as soon as possible.

Another source of revenue is granting temporary operating rights to **CN** (Stevens Point) trains running to the **CP** (Portage) when **CN** track is out of service for track repairs. Also, **CP** trains going to the **CN** (Stevens Point) when the **CP** track is out. The trains only pause long enough for a **PL** Engineer to climb on board to take the train to the transfer point.

The Central Wisconsin Intermodal Terminal (CWIT) is another Peterson business expansion. This was started up soon after the railroad was purchased. He contacted the large growers of cranberries, potatoes, fruits, and other vegetables in the Plainfield region. He promised faster deliveries of

their products in refrigerated shipping containers (COFO) to the East and West coasts and at lower rates than the trucking firms. Central Wisconsin is one of the largest producers of cranberries, potatoes, peas, and green beans in the country. With shipping contracts in hand from Ocean Spray, Del Monte, and others, he built the CWIT on an old two track warehouse siding. After the seasonal business was up and running, Peterson went after other companies that can ship by normal shipping containers year around. The **PL** runs dedicated COFC trains daily as required to the **CP**, **UP**, and **CN** interchanges. The trains are scheduled to drop blocks of COFC in the **UP**, **CN**, and **CP** COFC trains for seamless movement.

Possibilities for growth of the **Plainfield Lines** are boundless. By changing the old, limited thinking of the previous RR owners, positive change is possible. Improving customer service, improving the quality of life of the RR employees, and showing a profit are the goals of the **Plainfield Lines**.

With the history written, I have created the overall concept for the RR. This includes the real story I want to tell with my model railroad. It sets the era, type of railroad, type of equipment, some of the key industries, and the roles of the engineers/conductors.

Next month I will discuss the structural phase of the design. This will be where the track schematic is developed. The schematic will determine which scenes will be used. The track standards will be chosen/specified.

Making a Silk Purse

Part Four: The Motors and Gears

By Ken Mosny

The motors I have seen in the MDC 0-6-0 are one of two styles of Pittman type open frame motors. This type of motor is very old technology for small motors over seventy years old. Compared to almost any modern motor, their performance is marginal. It can be improved somewhat by replacing the Alnico magnet with a neodymium one, but I would not bother. The most serious issue is the high current draw which is not very decoder friendly. Both motors have a stall current of 1.7 to 1.8 amperes. Current this high is well within striking distance of destroying most HO decoders should the motor stall. I might risk a \$15 basic decoder using one of these motors, but not a \$100 sound decoder. Decoders aside, low speed performance is hampered by the large, stiffly sprung brushes. Brushes like these are needed to survive

the high stall current of the motor. They also tend to be noisy. If you really want to grab the silk purse, replace the motor.

Here are some motor choices you might consider. For our application, you want a 12VDC rating with 10,000-13,000 RPM no load speed at 12VDC. The shaft size of any modern motor you pick may be smaller than the hole in the worm gear, so expect to use an adapter bushing.

First is a so called "flat can" motor which is a fully enclosed motor with flat sides, hence the name "flat can". These motors have been made for many years in large quantities and are low cost. Most of these motors are 3 poles, but you really want a 5-pole skew wound if you can get one. If the number of poles is not stated, assume it is three. I would think if someone were selling a five-pole skew wound armature motor, they would say so. Beyond that, you need one that will fit. Sizes are well standardized with these motors, and they have three basic dimensions for the body of the motor. Often, they are described for example as size "1625". This would be a motor with a body 16mm diameter (or "high"), 25mm long and 12mm across the flats (or "wide"). Dimensions are approximate so verify with a drawing. I doubt there is much difference in "quality" for our purposes between flat can motors of the same specification since these motors are really a commodity item. One "quality" exception is Mashima motors, no longer made, which are very highly regarded. I don't where you can get a 12mm flat one in the US, but they seem to be still available in Europe. Most important is the motor width which for this locomotive would be 12mm across the flats for the narrow firebox. Such a motor usually will have a diameter of about 16mm. If it has a double shaft, you can fit a flywheel on the back end. If you want to lower the boiler as I have, 16mm may be too large in diameter. Photo 1 shows an approximately 16mm diameter, 12mm flat, 25mm long motor from LaisDcc for about \$6.00 which would work in this 0-6-0. A plus is that it has a shaft diameter of 2mm which will fit many MDC worm gears. It probably has 3 poles. The rule is to choose the largest motor that will fit for best performance. The longer the motor, the more torque it has. 20-30mm long is about right for small steam.

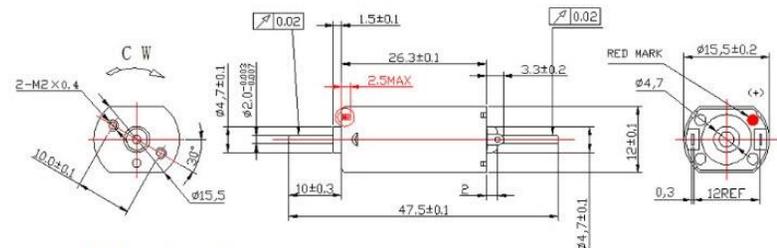


Photo 1

FK055-10105-47.5V
12V 14000rpm

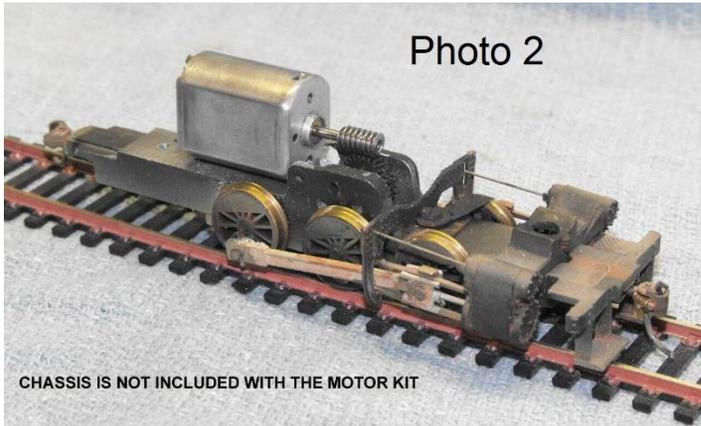


Photo 2

MDC used an open frame motor in their “old timer” kits that is low current decoder friendly. It may already come with the correct gear mounted and has five poles. It is a good choice if you can find one, photo 3.

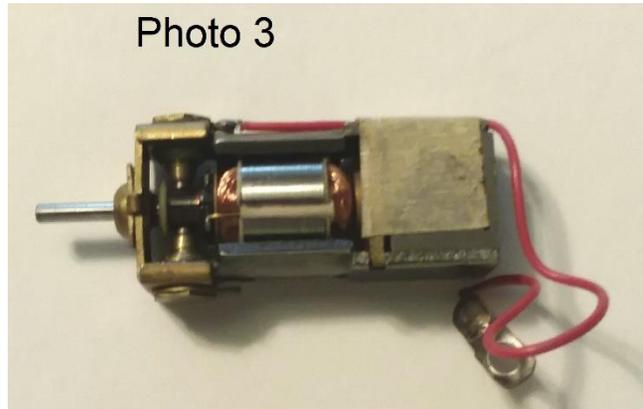


Photo 3

The motor that Horizon Hobby currently uses in Roundhouse locomotives is a very small skew wound five pole motor that is quite good, photo 4.

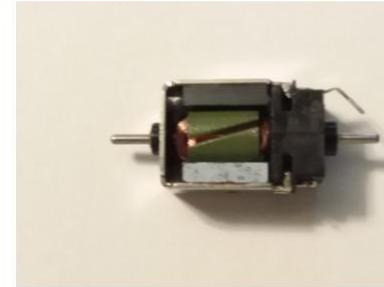
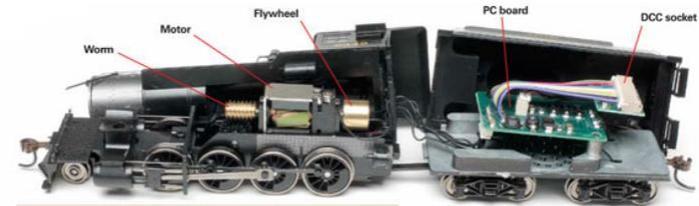
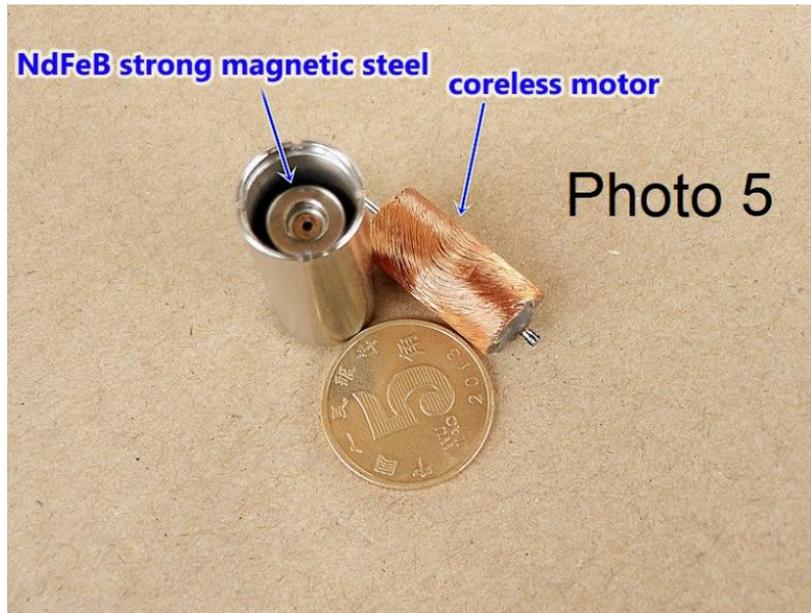


Photo 4

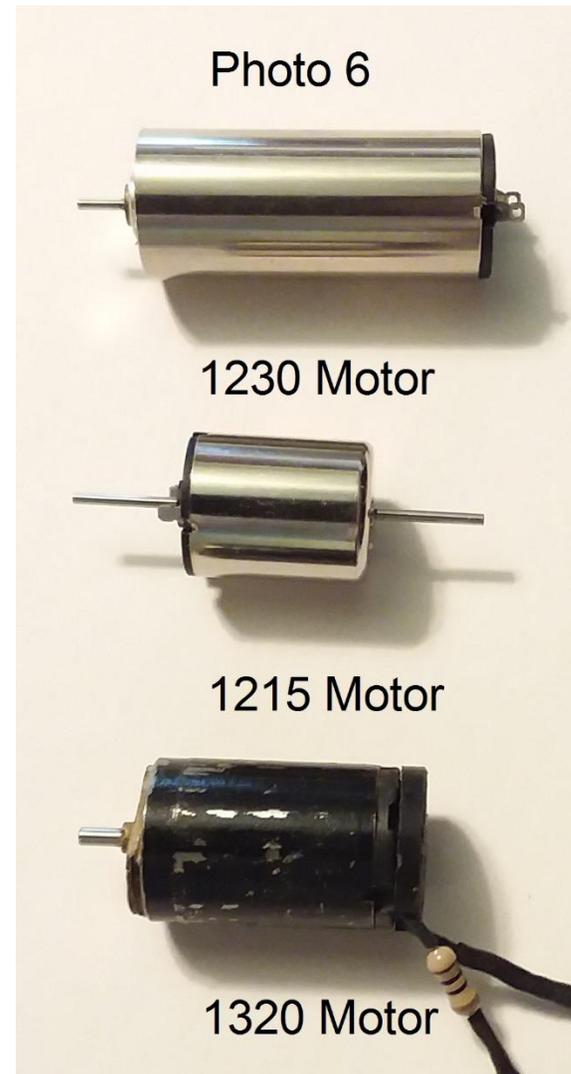
I don't know if you can get it from them, but I bought a few of them on eBay several years ago. Skew wound armatures have the poles of the armature twisted around the armature axis, so they appear at an angle from the side. This produces much smoother operation at low speed and is generally considered the best iron core armature design for our use.

Northwest Short Line also markets a variety of motors for repowering that are suitable for use in this MDC 0-6-0, but I think the \$25.00 or so price is high for a flat can. NWSL Sagami motors, no longer available from NSWL but still from some hobby dealers, are considered a premium motor.

However, the best motors to use, in my opinion, are “coreless” motors. These were developed in the 1970's as a high precision, high efficiency very smooth-running motor. They are approximately ten to twenty times more efficient than ordinary motors, typically drawing 0.02 -0.03 amperes for one sized to use here, and usually have a least five poles with a very linear speed curve. The cup shaped armatures have only copper windings without iron armature plates and magnets inside as well as outside the armature creating a very strong magnetic field, photo 5.

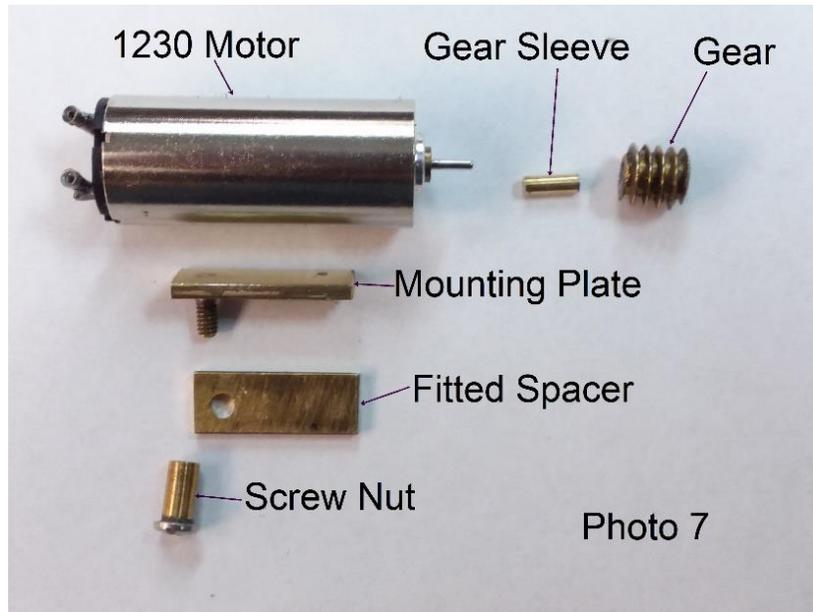


They used to be only available as high-quality motors for instruments, aerospace and such at prices approaching \$100. Prices have dropped dramatically for hobbyist grade motors of this type, a market I believe driven largely by hobby drones and robotics, to the range of \$5.00 to \$10.00. Unfortunately, many of them are 3VDC to 4VDC so you will have to search for 12VDC. The “Chinese eBay”, AliExpress, is a good place to start. I have only seen them in a cylindrical frame style. Usually they are described as, for example, a 1225 size which means 12mm diameter, 25mm long body. Photo 6 shows 3 examples from my parts cache. I chose a 12mm diameter, 30mm long, 1mm diameter shaft coreless motor for this project because I have several.



Since the motor in this locomotive has the worm gear mounted directly to the motor shaft, the motor must be mounted with care to provide proper gear mesh. There should be a minimum of gear clearance without binding. This clearance varies, but it is usually the thickness of one or two pieces of copy paper squeezed between the worm gear and worm wheel. I like to mount the motor with a carefully fitted bracket or spacer to allow the proper clearance. This way I can remove and replace the motor without readjusting the gear clearance. Many coreless and can motors have no mounting provision such as tapped holes. The 1230 coreless motor I used here is mounted by gluing a brass plate with a 2-56 tapped hole in it. Either epoxy or E6000 are good

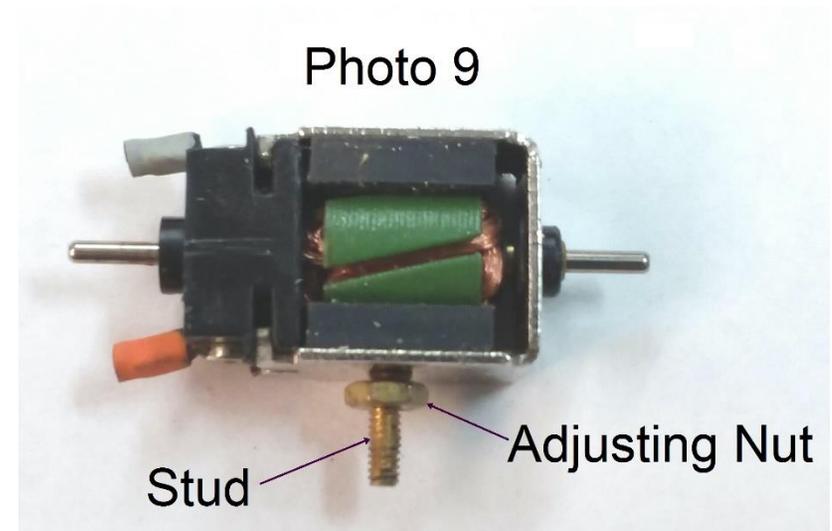
adhesives to use here. I would not use CA. Photo 7 shows the motor, mounting plate with 2-56 stud soldered in the tapped hole, fitted spacer, gear shaft sleeve, worm gear and screw nut.



I prefer to mount the motor with a stud rather than a screw. A screw may need to be carefully cut to length to prevent jamming in a thin mounting plate or against the armature of an open frame motor. The stud can be of any length out the bottom, retained with a nut and then cut to length as required. Actually, it is better to use a screw nut. A threaded barrel easily made on a lathe is fastened with Loctite to a short 2-56 binding head screw from a discarded Atlas snap switch machine. This allows the motor to be tightened conveniently with the same screwdriver used to assemble the rest of the mechanism, photo 8.



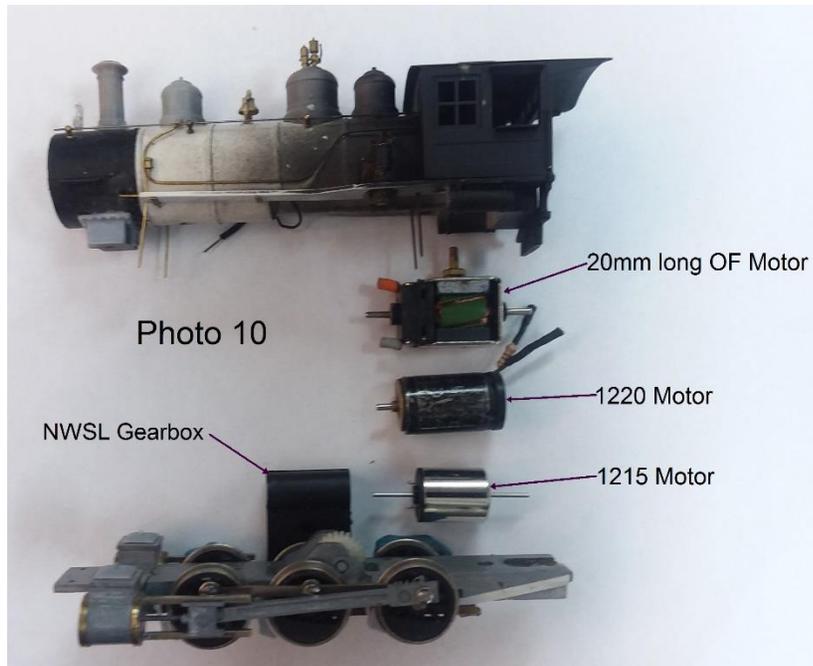
The spacer will set the gear mesh so it must be accurately filed to a thickness. To determine the spacer thickness, thread a nut on the stud and mount the motor with the nut where the spacer will be, photo 9.



The nut can then be adjusted until the desired gear clearance is achieved. Using calipers, measure the distance from the bottom of the nut to the motor plate. This will be the thickness of the spacer needed. A spacer, especially a thin one, can be difficult to draw file or mill to thickness because the edges can't be gripped in, say, a vice. Solder the spacer flat to a block. Now the block can be gripped in a vice and the spacer easily filed to thickness. Instead of making a spacer, you could just Loctite the nut in this position, but I prefer the spacer.

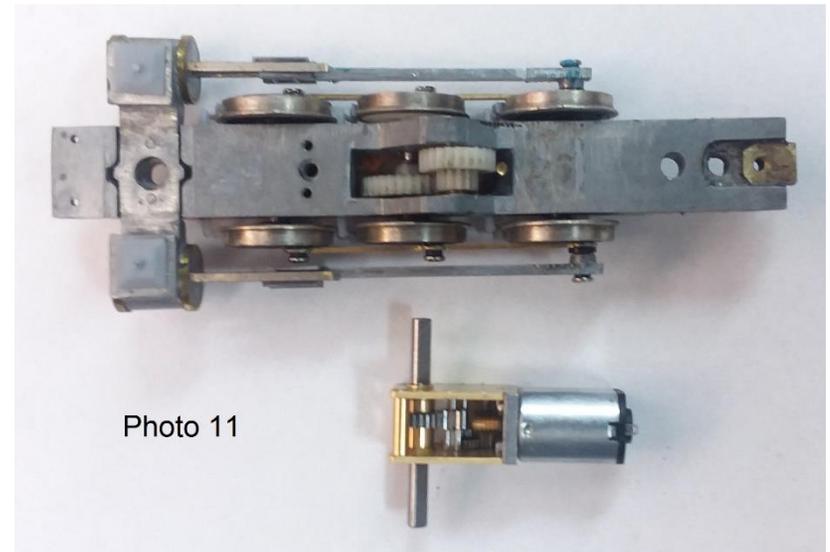
You may need a sleeve to adapt the MDC worm gear to the new motor shaft. This is also a simple lathe part, but you can buy one from Northwest Short Line in many inside to outside diameters. In my case, the worm gear hole is 2mm [0.0787"] ID and the motor shaft is 1mm [0.0394"] OD, a common shaft diameter for 12mm motors. A NWSL part number 10171-9 shaft adapter bushing fits these diameters.

One of the drawbacks of the MDC locomotives is that the gears are not enclosed and subject to contamination and noise. Exposed gears are common for an older locomotive. Also, the worm gear is mounted directly to the motor shaft which imparts an axial thrust to the motor armature. Many small motors are not made to tolerate much axial thrust. A solution is to use an enclosed gearbox mounted to the drive axle. To do this, a suitable slot would have cut into the frame for the gearbox. A universal coupling is then used to join the motor to the gearbox shaft isolating the motor from axial thrust. All of the work aside, there is a problem with small locomotives. The space needed for the coupling adds to the overall length of the drive assembly. This 0-6-0 will not be long enough using a 30mm long motor when driving the center axle because the frame is shortened to represent a late nineteenth century prototype more closely. A shorter motor such as a 1225, 1220 or even a 1215 could be used. Photo 10 shows a mockup of some shorter motors that would fit.



Keep in mind that any motor powerful enough to cause the drivers to slip rather than stall has enough torque. The available single stage gearboxes unfortunately have a maximum reduction of about 36:1. I know of no compound gear boxes available in our hobby that have a ratio similar to the 72:1 ratio the MDC drive offers. This high ratio drive definitely works well with these small 12mm motors which often have 12VDC no load speeds in excess of 13,000 RPM. The ideal maximum driver speed for model steam locomotives is about 300 RPM. A 13,000 RPM motor coupled to a 72:1 gear train results in a driver speed of 180 RPM. Too slow is fine. It will keep operators from racing around.

Another option would be to install a drive module with the motor and gears combined into a single unit. Such modules can be very powerful but also compact. One possible module is shown in photo 11.



I have not yet tried this module, but the drivers would be mounted directly to the 3mm output shafts and it is only 10mm wide, narrow enough to fit between HO frame rails. It could also drive the rear axle of an 0-6-0 which would hide the gearbox in the firebox rather than having the gears visible between the boiler and frame as when the center axle is driven. Although this module is open, it could be easily enclosed by wrapping it with a sheet of brass.

Another improvement that could be tried is to use the NWSL gear set made specifically for this locomotive. The NWSL part number for these sets are 178-6, 180-6 and 182-6. They differ in only the bore of the worm gear to fit the various motors MDC used throughout the years. If the molded gears that came with your locomotive work OK, sometimes they are poorly molded

being out of round or wobbly, I would not bother with the expense of NWSL gears. I have used the MDC gears and honestly don't see marked improvement unless they are faulty.

In the end, I decided not to try using a gear box in this locomotive but just remotored the MDC drive. Now that I have a 3d printer, I might try to make a gear enclosure to fit this frame, though.

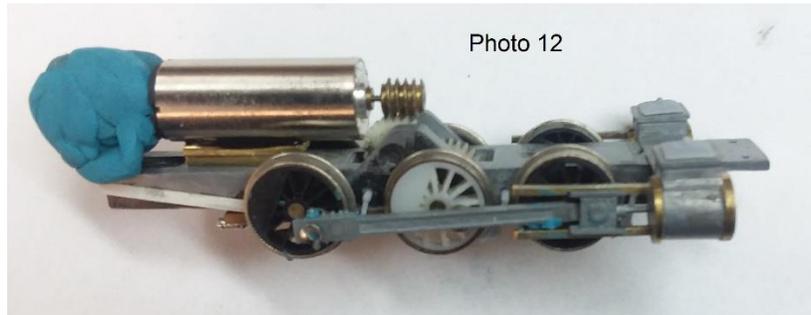


Photo 12 shows the finished drive. Note the lump of modeling clay holding the motor in position while the E6000 adhesive cures. I have used a drive similar to this one in two other MDC locomotives and they perform well.

What Are Friends For? Chapter 4

Gary D. Loiselle

My focus in Chapter 3 centered on Bob Guinter. In searching my collection of slides and photos, I came upon a 1988 RRVD Junket picture that I believe was taken in or around Flagg Center, Illinois. Flagg Center is northwest of Rochelle along the BNSF.

The three RRVD "friends" in the picture include Bob Guinter on the left, Ken Klein exiting the car, and Clarence Welte in the center with the binoculars. **(Photo W-1)**



I believe Clarence's vantage point was intended to give the group an early warning of any approaching west bound trains.

I will assume most of you did not know Ken Klein. It's hard to see in the photo, but Ken only had one leg due to a diabetic amputation. I lived closest to Ken who lived off School St. and Royal Ave. I was more than happy to pick up Ken so he could get to RRVD activities. Now days I would be probably called Uber Gary. (My grandkids do call me 'Grandpa Uber'). What I remember most about Ken, was he could navigate a set of basement stairs faster than most of us on two legs.

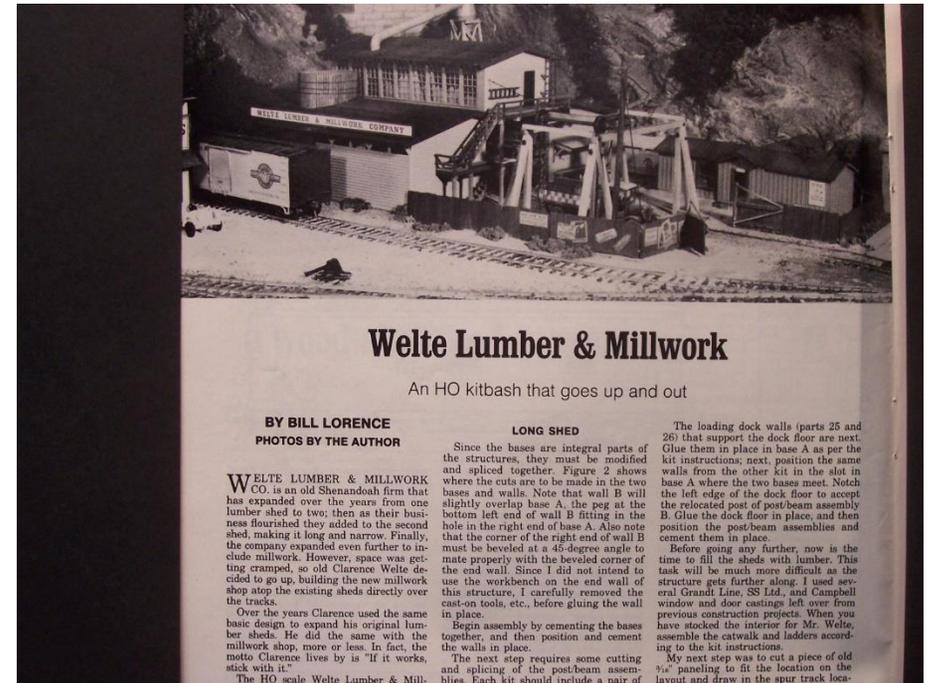
Now back to Clarence. As a reminder, this project began with the dismantling of Charlie Wickhorst's layout. One of the structures on his layout was Welte Bridge and Crane. My first impulse was to make sure that it got to its' name's sake, so I boxed it up and got it to Clarence. The move from Charlie's Danforth Dr. layout to the Fairhaven layout was not kind to the structure and in hindsight I did not get any updated pictures. Just by chance, I found a picture of it on Charlie's Danforth Dr. layout. **(Photo W-2)**



Welte Bridge and Crane is the yellow structure in front of Maladecki Can. The structure was essentially a “flat” with a photo for interior detail and overhead crane extending from the large door. I have also found the “Welte” influence on the late Bob Supinger’s layout with WELTE WOOD CRAFT. (Photo W-3)



Clarence Welte is the first RRVD member that I know of that has received national exposure in Model Railroader magazine by way of a published article submitted by Bill Lorence MMR#45. (Photo W-4)



Bill’s article appeared in MR May of 1985, pg. 86. I do need to recognize that Joe Whinnery and Dick Caudle have also had pictures of their layouts in more recent issues of MR. If I’m not mistaken, their photos were featured as part of MR’s Trackside Photos section.

I contacted Bill to verify the month and year of the MR issue he wrote about WELTE LUMBER AND MILLWORK, and he forwarded me copies of his pictures of the structure. (Photo W-5)



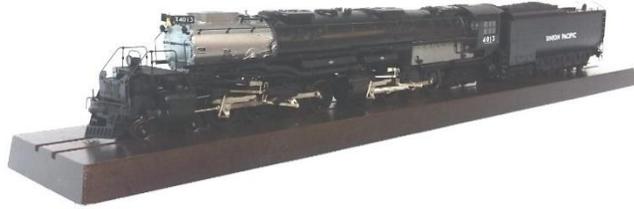
Thank you, Bill, MR's black and white photo doesn't do justice to the structure.

As I perused Bill's article something caught my attention and piqued my curiosity. Bill described the proprietor of WELTE's as "old Clarence Welte". Question. How old was our friend Clarence Welte in 1985 when this article was published?

As fortune would have it, I was able to ask Clarence that very question at our weekly Thursday morning breakfasts get together. Clarence told me that he was born in 1937. Doing the math, "old" Clarence Welte was the ripe old age of 48. As a special note, Clarence is a lifelong Rockford area resident, so he is our go-to-guy for any Rockford history especially when it comes to railroading.

As final note for this chapter, I recalled some information that Clarence once passed on about the soft cover book written by Don Swanson titled Images of America ROCKFORD. On pages 98 and 99 there is a photo downtown looking west from the State St. bridge. With another call to Clarence, facts that I can pass on; the photo is 1947ish, the Ruth's Donut Depot was Clarence's parent's business, and the three young boys sitting on the end of the bridge railing are Clarence and his two brothers. Fun facts, that is What are Friends For!

For Sale



You, too, can own an HO scale model of the iconic Union Pacific class 4000 4-8-8-4 "Big Boy" so named when a worker at the Alco factory chalked those enduring words across the smokebox front. Arguably the most powerful steam locomotive type in the world, they were originally built with one purpose in mind - to roam the Wasatch range with ease. This gently used Trix model of UP 4013 in its magnificent wooden presentation case is equipped with DCC and sound. It is ready to roam your HO railroad, too.

The sale of this locomotive is the result of the generosity of Steve Faivre and all proceeds of the sale go to the Rock River Valley Division. Contact Ken Mosny, uiop999@comcast.net or 815-566-0595.

\$550.00

(offers considered)

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)