

FLIMZIE

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



December Volume 55, Number 4

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.

Mark your Calendar

2022 MadCity Model Railroad Show and Sale

The **MadCity Model Railroad Show and Sale** will take place **Saturday February 19 – 20, 2022**. It will be held at the Alliant Energy Center, Exhibition Hall, Madison, WI. You can receive updated show information on the website, <https://www.nmra-scwd.org/events.html>

Rock River Valley Train Show

The RRVD will hold the Rock River Valley Train Show **March 26 & 27, 2022**. The show will be held at **Harlem High School**, 9229 N Alpine Rd, Machesney Park, IL. The times are 10:am-5pm on the Saturday the 26th and 10:00am-3:00pm Sunday the 27th. For more detailed information see our website, <https://www.rrvd-nmra.com>.

Indy Junction 2022

Three Regions Convention

The Three Regions Convention **INDY JUNCTION 2022** will take place **May 18-22, 2022**. The show will be held at the Marriott East hotel complex in Indianapolis, Indiana. You can receive updated convention information on the webpage <https://www.indyjunction2022.org/> or the Facebook page <https://www.facebook.com/indyjunction2022>

Gateway 2022

NMRA National Convention and National Show

The **Gateway 2022** MNRA 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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Office Vacancies

After many years of dedicated service to the RRVD, Don Brindle has resigned his positions of Registrar, RRVD Archivist, Publisher of the *Midwest Railroad Events* booklet, and the Audio/Visual Technician for the RRVD meets. Ken Mosney has stepped forward to take on the jobs of Registrar, Audio/Visual Tech, and Assistant Superintendent. We also need someone to take over the Company Store and the Social Media positions. Contact Marty Hendrickx, RRVD Superintendent to offer your time and service for any of these positions.

Flimzie Deadlines

The Flimzie will now be 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., Nov 21, 2021, for a December 1st publication.

Message From the Superintendent

By Marty Hendrickx

Hello all! As you might have heard, I am taking over as the Superintendent of the RRVD. In the last issue of the *Flimzie* Ken Mosny had said he was taking over the duties of Registrar for the

RRVD's train show and future conventions from Don Brindle. Ken felt this was more work than he needed, so we have swapped jobs and Ken will be the Assistant Superintendent.

First, I would like to thank Don for all the good work he has done for the division over the years and wish him well.

Secondly, I would like to thank Ken for all the good work he has done as Superintendent and to thank him for taking on the responsibilities of Registrar.

As we have announced, we will be having the Rock River Valley Train Show at Harlem High School the last weekend in March, the 26th and 27th. We are having it at Harlem because Belvidere HS was not available this year. Harlem HS is a much larger venue having almost 45,000 sq. ft. so we are reaching out to as many new potential prospects as we can identify as Belvidere, and previously Jefferson, had 30,000 sq. ft. With that in mind, if you would like to have tables to display your modeling skills or have a need to sell some of your excess inventory contact Ken to get a registration form. Remember RRVD members get a 50% reduction on the first table if they are selling. Display tables are N/C.

I would ask if you knew any clubs with a display layout, railroad groups or potential vendors that might be interested in coming to the show, please let Ken or myself know as we are looking to find new participants for the show.

It has been a while since many of you have been to a meet. We have moved the meets from Midway Village to the community room at **Lutheran Church of the Good Shephard at 1829 N. Rockton Rd., Rockford, IL.** We have a full schedule of events planned through April with May being our joint meet with the Madison group. We are in the planning stages for our annual June junket. December we are having Gary Loiselle discuss his journey to MMR and then we will all go over to Gary's to visit his layout the Overland Short Haul & Industrial Transfer (OSH&IT).

Our first meet of 2022 is on January 2nd and we will be having our annual members dinner at Leno's afterwards. All RRVD NMRA members meal will be paid by the Division with guest and non-

members paying \$30.00. Coffee, tea, and water are included, adult beverages are cash. Please contact John Mann to place reservations. jjmannmmr@comcast.net

Now I would like to ask all the former members that have dropped out because of Covid and those who have been thinking about joining the NMRA to do it NOW! With the Division buying dinner in January and what you can save on a table at the Train Show in March, you would practically pay for the \$50 annual dues. Then for the next year you could attend our meets with all of its good info that is presented and enjoy comradery with all of your fellow model railroaders. We have all been through a lot in the last almost 2 years and we need to get back together and share our interest and good fellowship.

So, this is the first of I hope many columns I will be writing for the *Flimzie*. If you have any thoughts, proposals or suggestions please feel free to contact me at 815-978-7326 or superintendent@rrvd-nmar.org. Or better yet buttonhole me at one of our meets and share with me your thoughts, proposals, or suggestions as we would love to see you there.

The Layout Design Column

By Ken Peterson

In the November *Flimzie*, I described simple design concepts that can be used to reduce layout design mistakes and make the design process fun. I described how I applied those concepts in designing and building a portable layout to take to a train show at the Cherryvale Mall. That layout represented a rural farm town some where in the upper Midwest. This month I want to tackle a layout featuring a large, single industry. This will be easier in some respects and harder in others. Here are the design steps and the application.

1. CONCEPTUAL PHASE

The first step in the layout design process is always conceptual. This involves developing the theme, or the look, feel, experience, or the real story you want tell with your model railroad (MR).

We recently had a clinic presented to the RRVD by Rich Mahaney about industries for your layout. One of the most important steps in choosing an industry is RESEARCH, RESEARCH, RESEARCH. This is also true when applied to layout design.

I plan to design and build a portable N-scale layout that I can take to the Rock River Valley Train Show March 26 & 27, 2022. I have a free 12" x 80" (nominal) hollow core door (HCD) to build this on and a piece of 3/16" plywood for the backdrop. When I add a yard module to one end it will easily fit on two banquet tables furnished at the train show. I already have many of the materials (paint, ballast, ground cover, road material, trees, etc.) required to build this layout. Structures can be kibashed from kits or scratch built from my abundant supply of building supplies (doors, windows, roof panels, brick sheet, galvanized iron sheet, and wood wall panels, plain styrene, etc.). I will need to buy turnouts and track. I have a DC power supply, locomotives, and rail cars to operate with. I will need this to be completed by March 19, 2022, to give me time to create and test the operations scheme before the show.

The theme of this layout will be a paper mill. Growing up in Beloit, I traveled many times each year to my family's cottage in northern Wisconsin. The trip took us past many paper mills. My father worked for Beloit Corp., a manufacturer of paper making machinery. He told me how a paper mill operated. He was also a renowned artist. He was commissioned by a Wisconsin paper mill to paint five paintings depicting the harvesting of pulpwood and transporting it to a paper mill in the early 1900's. I was fascinated by the equipment used to cut the trees, trim them, drag them out of the woods, and cut them into eight-foot lengths. They were then loaded onto flat cars and pulled out of the woods by steam locomotives. The cars were left on sidings to go to the paper mill. One painting showed logs being floated down the Wisconsin River to the paper mill. As a boy I was fascinated by all the work and equipment that made it possible to get the pulpwood to the mill. As fascinating as this was, I would not be able to include this in this portable layout.

There are three main types of paper mills. A pulp mill produces pulp sheets and ships them in bales to paper mills. Paper mills buy pulp from pulp mills and use it to produce paper. An integrated mill

produces pulp and uses it to produce paper. Each mill is completely unique. Knowing that, I needed to research what type of mill to model and figure out how a complex structure a mile long can be selectively compressed to fit the space I have. I used the Internet and maps to find paper mills in Wisconsin. The Consolidated Papers Mill in Biron Wisconsin is what I decided to model. I chose the mill as it was in the late 1980's.

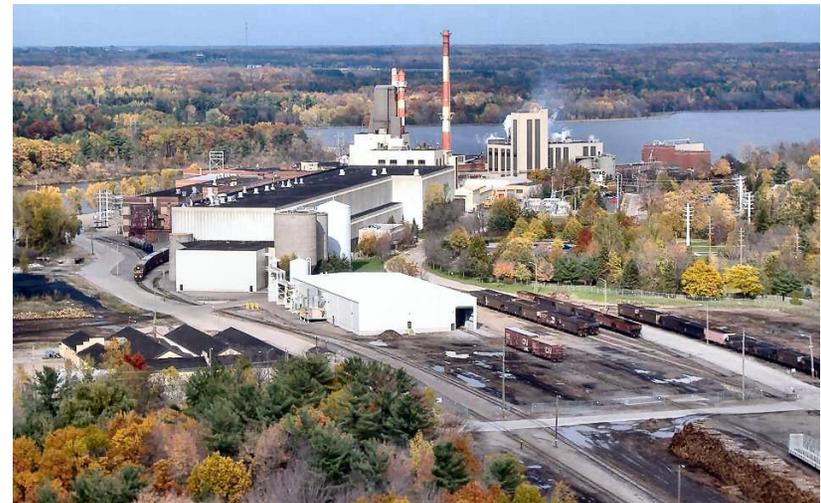


The original mill was built in the early 1900's and has been added on to several times and modernized over the years. The boiler/powerhouse is coal fired and uses hoppers of coal. The mill produces pulp and paper. There are two paper machines. They produce coated groundwood paper used in magazines, brochures, fliers, etc.

Consolidated Papers owns and manages over 700,000 acres of pulpwood forests in Wisconsin, Minnesota, Michigan, and Ontario Canada. The coated groundwood paper begins with pulpwood shipped in by rail in gondolas and bulkhead flat cars. It is unloaded from the cars by rubber tired Prentice loaders and stacked in 25 ft high rows between the yard tracks south of the mill. When pulpwood is required, loaders take pulpwood off the stacks and places it on trailers. It is taken into the mill and off loaded into the debarker. After debarking it is cleaned, washed, and sent to the grinders.

Purchased baled pulp is unloaded in the shipping/receiving area of the paper mill. It is moved internally to the pulp mill. This supplements the pulp wood.

The ground fibers are turned into pulp through chemical processes. The brown stock is washed, screened, cleaned, bleached, and sent to the paper machine. The bleaching process is a multistage process. Chlorine gas and chlorine dioxide are injected into the pulp. Next, sodium hypochlorite, hydrogen peroxide and oxygen are injected into the pulp. Sulfuric acid is used for pH control. Between bleaching treatments, the pulp is rinsed with sodium hydroxide.



Process chemicals are recovered and sent to a chemical recovery plant within the mill. They are recycled for reuse, or they are recovered and converted to turpentine, tallow oil, and formaldehyde. These products are sold to other companies. They are shipped by tank car.

The coating process uses kaolin, calcium carbonate, and talc. Starch is used to bind the coatings to the paper. Other chemicals are used to strengthen the paper. The paper is shipped out on large rolls in

box cars that have been cleaned on site. The paper is shipped directly the printing plants in Wisconsin.

INBOUND cars required for this plant are hoppers (coal, lime), box cars (baled pulp, packaging products, machine parts, empties for shipping), tank cars (caustic, kaolin, chlorine, chlorine dioxide, hydrogen peroxide, sulfuric acid, titanium oxide, starch, talc, empties for turpentine, tallow oil, and formaldehyde), and gondolas and bulkhead flat cars (pulpwood).

OUTBOUND cars required for shipping are box cars (paper), tank cars (turpentine, tallow oil, formaldehyde), empty gondolas and bulkhead flat cars, empty coal hoppers, and empty tank cars.

2. STRUCTURAL PHASE

As stated earlier, the Pulp and Paper Mill complex will be built on a hollow core door. I will use PECO Code 55 flex-track and Medium (#6) Unifrog turnouts. There will not be any cork roadbed because the mill pictures show all track to be buried in the ground. The minimum radius will be 17 inches to handle the 50 ft box cars. The locomotives and power supply are DC.

The mill is huge as seen in the pictures. I will start by including just part of the south end of the newest addition which includes the Pulp Mill, the Paper Mill and the Shipping/Receiving building. Chemical unloading is done inside buildings or attached sheds. The coal is unloaded in a shed.

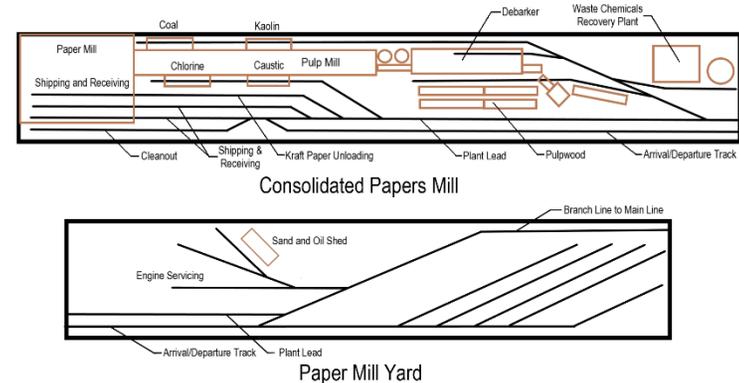
3. SKETCHING

I started with studying the aerial pictures from Google Maps. This gave me a basic track layout.

I sketched in the approximate size of the buildings. This is not to scale, but an image of what I wanted the layout to look like. There is a Kaolin unloading shed attached to the Pulp Mill east of the coal shed I forgot to show on the attached sketch. The track closest to the CL and NaOH unloading sheds is the baled pulp sheets unloading

track. Baled pulp is unloaded inside the paper mill shipping and receiving tracks.

The mill yard module is an existing yard from another layout that fit this application well.



The Mill Yard module will attach to the right side of the Pulp and Paper Mill module. It consists of five yard tracks, engine servicing track, oil and sand unloading, and an arrival/departure track. The Mill Yard is stub ended to conserve space and reduce the number of turnouts.

4. FINAL DRAWING PHASE

When I was satisfied with this sketch, I drew a scale drawing in AutoCAD. The Pulp and Paper Mill module is 80" long. The scale drawing allowed me to place scale 50 ft box cars, tank cars, coal hoppers, lime hoppers, caboose (backing platform) and locomotives (mill and train) in place. I was able to determine by counting cars in the aerial photos that the layout design was very close to scale. The big difference was in the pulpwood lay down area next to the debarking/grinding building. This area was compressed (shortened) compared to the real spur. The Mill Yard module is only 66" long. It will have the large area of 25 ft high pulpwood stacks that are placed between the yard tracks in the real pulpwood yard.

5. OPERATIONS DESIGN PHASE

I believe the Operations Design Phase is one of the most important part of the layout design. Like the real railroad, my model railroad is built to emulate the real mill operations. The purpose of the real pulp and paper mill is to take raw materials and convert them into paper that meets their customer's needs. I studied pictures and videos of the trains serving the mill. I read comments of railfans and workers at the mill about the rail cars were spotted at the mill. Trains were made up of box cars (loads and empties), hoppers of coal, pulpwood loads, tank cars of chemicals and additives. From this information I put together an operating sequence. What is unique about the operation of this mill is that it is at the end of a four-mile-long spur. Trains were backed the four miles from the main line to the mill. That is why a cabooses is used as a shoving platform.

From the information I had, I was able to make seven different trains for a week of operations. Box cars, pulpwood gons and coal hoppers come and go every day with a different mix of quantities. Chemical tank cars are once or twice a week. Recovered chemicals ship only once per week. This means there is a lot of variety in switching from one day to the next. The mill also has extra cars on site, kept in Off Spot locations to assure there are no delays in receiving or shipping goods. Paper mills run 24 hours per day 365 days per year.

1. At the beginning of each shift, the plant switcher pulls the empties and loads from the mill tracks and takes them to the outbound track in the Mill Yard. Sometimes the number of cars is more than can be spotted on one track and the outbound train must be made on two tracks.
2. Then the switcher pulls the Off Spot empty box cars from the cleanout track and spots them in the shipping/receiving building.
3. Any loads in the Mill Yard or Off Spot at the mill get spotted at the mill.
4. The local mill job consisting of 12 cars, backs into the Mill Yard arrival track (really the 0-5-0 switcher spots the cars on the arrival track). The engine uncouples from its train. The mill switcher pulls

the train from the cabooses end and puts it on the yard lead. It sorts the cars on the yard tracks by the mill track destinations.

5. The switcher pulls the cars for the departing train and couples them onto the engine. The cabooses is added. After checking the manifest, pumping up the air and completing the break test, the local departs (the 0-5-0 switcher removes the train from the track).
6. The plant switcher pulls the new arrivals from the mill yard tracks and takes them to the mill. Here they are spotted. If there is no more room, the excess cars are Off Spotted.
7. The plant switcher ties up at the engine servicing track and the crew heads off to the yard office to turn in their paperwork. Shift over.

This layout offers a lot of switching work for such a small layout. One shift can easily take a one or two man crew an hour or more real time to complete. For those who think you must have a large layout to have fun switching, think again. This layout is only 12" x 12'-2" in N-scale.

What are Arduinos?

by Ken Mosny

Several years ago, some of us trekked south near my youth stomping grounds of Peoria to the Illinois Valley Division for workshop clinics about using Arduino micro controllers. Sure, you can read all you want about how to do stuff like this, but a workshop provides an opportunity that actually **compels** you to do it. It is sort of like going to school where you are forced to do interesting stuff whether you like it or not. Anyway, I learned a lot and will be returning for follow-up workshops. I have built electronic devices before to do this or that, but with the advent of DCC, I stopped building train control devices. I could just buy what I needed at a fraction of the effort and cost to build it even if I could get the components. Besides, these devices seemed way too complicated, anyway. My focus shifted from electronics in the hobby to model building. I also used to do some hobby computer programming, but that fell by the wayside, too. I guess what stirred my interest in

Arduinos was the low cost, which can be less than \$5, ease of programming, availability of projects on the internet to get you started, and versatility of using a micro controller instead of a dedicated circuit to do something. Since the cost of the Arduino is so low, it becomes practical to use an Arduino to do even simple tasks like blinking the lights at grade crossing or flashing an LED to simulate an arc welder.

In 2003 the Arduino project was created in Italy to make a low-cost computer to teach computer programming and control to students not in science, engineering or technology and without electronics experience. As such, the electronics are simple for the novice and the focus is on programming applications with a building block modular approach to the actual circuitry. As an open-source platform, anyone has access to information to develop applications and there are lots of them on the internet.

Why use an Arduino instead of a dedicated circuit? To many, myself included, it can seem like overkill. However, think about it. Suppose I want to blink grade crossing lights. When making a dedicated circuit with a flip flop or an NE555 timer, the blink rate is set by timing components like resistors and capacitors. If I don't like the rate of blinking, I must physically change the components or make them adjustable (\$\$\$). Since the Arduino is controlled by software, I just change the blink rate by changing a timing number in a program. If I really want to be more realistic, I can simulate the on/off intensity change of incandescent bulbs in the program instead of having an abrupt on/off of most simple blink circuits. Do you want a three-position semaphore? Old ways require stops or switches with all the inherent tinkering to limit blade travel and speed. A cheap \$2.00 miniature servo controlled by an Arduino will do it easily without all that hardware by using software to control the three stop positions and speed. Of course, an Arduino is also universal and can be easily recycled. If the project changes, you just load a different program.

This article is not meant to tell you exactly how to build something with an Arduino. My skill in using these things is nowhere near that yet. I'll just give a brief introduction and hopefully pique your interest. First of all, an Arduino is a micro controller which is really a type of computer. An Arduino has all the basic computer functions: inputs to

sense what is going on, memory to store information and program instructions, a processor to decide what to do according to the program instructions, and outputs to make something happen. The difference between a micro controller and a computer is rather fuzzy, usually a matter of size, speed, and capability.

Below are pictures of Arduinos. **Photo 1** is called an Arduino Uno. This one is probably the best to use if you are just going to play around and develop something because it has jumper wire sockets for inputs, outputs, power, reset, etc., and you can use it without soldering to the board. You can also plug shields into it, but more about that later. They are readily available for \$5 to \$10. **Photo 2** is called the Arduino Nano shown with its USB cable. Once you figure out what your circuit and program is, you can use this smaller and less costly version for the actual application if you want. Functionally, it is the same as the Uno and I have seen them for under \$3 each. There are also other versions like the more powerful Arduino Mega. To get started with experimenting, I recommend an Arduino starter kit, **Photo 3**, for about \$30 from Amazon and others. You usually get an Arduino Uno, breadboard, jumper wires, motors, LEDs, distance sensors, photocells, keypad, display, remote key fob and lots of other neat stuff in the kit. You will also need a desktop or laptop computer running the free Arduino IDE software for writing and uploading programs. You connect the computer to the Arduino through a USB cable which provides enough power for many projects and allows your computer to communicate with the Arduino. Once you are satisfied your Arduino project works, the USB cable is disconnected, and the Arduino is powered by external power which can be just a 9v battery or a wall wort. The Arduino will continuously run the program until the power is turned off. It will restart by itself when the power is turned back on.

Arduino programs are called "sketches". Don't ask me why they don't call them programs, but they just don't. When you install the Arduino IDE software into your computer from <https://www.arduino.cc/en/Main/Software>, you will also find some sketches and projects to get you started and be successful from the beginning. A typical starter kit includes what you need to do these projects. A sketch is just a list of instructions typed into the Arduino IDE program using a very rigid but recognizable format called syntax.

The IDE software will then compile the sketch and check for things it does not understand like syntax errors and missing stuff. When the sketch is successfully compiled, the IDE software loads the sketch into the Arduino where it is permanently stored until you change it. For example, to give you an idea of what a sketch is like, here is a simple sketch to randomly blink an LED to simulate a welding arc:

```
int ledPin = 9; // LED connected to digital pin 9

void setup() {
  pinMode(ledPin, OUTPUT);
}

void loop()
{
  int i,count;

  count=random(10,60);

  for (i=0;i<count;i++) {
    digitalWrite(ledPin, HIGH); // set the LED on
    delay(random(60));
    digitalWrite(ledPin, LOW); // set the LED off
    delay(random(200));
  }

  delay(random(800,2000));
}
```

If you have done some programming, you probably get the gist of what this program does without exactly knowing the details of the syntax. The Arduino software language simplifies programming with functions like “random(200)” which picks a random integer from 0-200 to flash the LED randomly. Before you get too concerned about a lot of strange typing, you can find lots of sketches on the internet that you can use as is or as a framework to modify to do something else. Much of the typing can become copy and paste from other programs. As you gain experience you will write your own sketches easily. The arc welder circuit using this sketch is shown in **photo 4**. The hardware is just an Arduino, a resistor and an LED driven by output pin 9 on the Arduino.

If you want to do more complicated tasks, interface circuit boards called “shields” plug into the inputs and outputs of the Arduino Uno to sense and do lots of things. There are shields to sense GPS, play sound files, become a cell phone, communicate via wifi and on and on. You don't have to build this stuff. I understand people are working on what is needed for the Arduino to communicate with DCC. Because the Arduino is open source, anyone can develop applications and hardware for it, and they do.



Photo 1



Photo 2

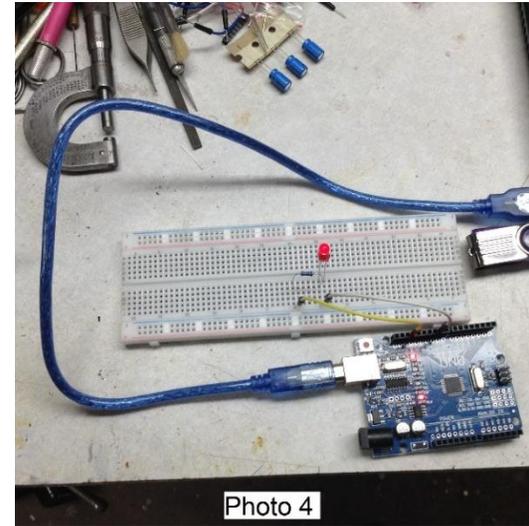


Photo 4

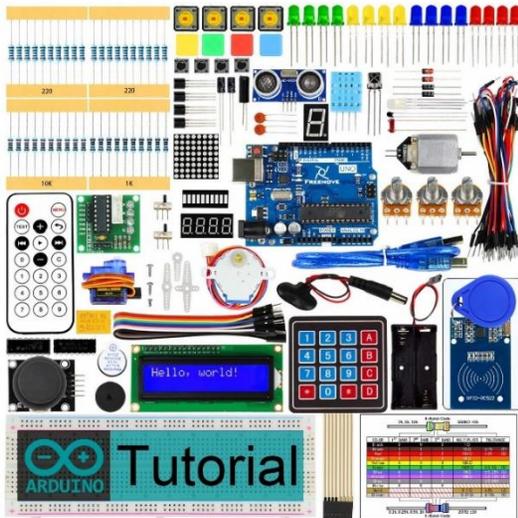


Photo 3

The SP&S (Spokane, Portland and Seattle)

A model train layout is never finished.



I grew up in Oregon and remember seeing and hearing the SP&S 700 roaring west on

I grew up in Oregon and remember seeing and hearing the SP&S 700 roaring west on the north side of the Columbia River. My sisters and I could hear the whistle echoing through the Columbia Gorge for a half hour before it finally passed through a nearby gulch close to my aunt and uncle's cabin as we ran to see the wonderful steam engine. What a site to behold - cementing my love for railroading and model railroading for the rest of my life!

Around 50 years later, I started building the SP&S in my basement.

I had great help with the benchwork and laying track from Dan Diehl. But one part of my layout was a continual headache. I had a drop-



down section which allowed people to move from one side of the layout to the other. Dan Diehl and Dan Webber and others spent hours trying to make it work right. There were four tracks across the drop-down which had to match every time the drop was opened and closed. Sometimes it worked and sometimes it didn't. It got in the way of a successful operation.

About six months before the pandemic arrived to disrupt our model railroading lives, several of my operating friends including Clarence Welte, James DeVoe (deceased), David Duitsman, Noel Ianno, Marty Hendrickx and Burns Darcy (deceased) tore out the drop-down.

But we couldn't just tear out the drop-down without it affecting other aspects of the operating railroad. For example, obviously two main lines could not continue across where we removed the drop-down. One side near the mountain became sort of useless though it was still a switch yard. But the two switching and industry areas before and after the drop-down became independent on opposite sides of



the layout only a few feet apart, but a long-distance regarding operation.
We changed the one main line into a reverse loop. It circles the mountain area as shown in the pictures above. It is the HO track in



the foreground. It circles back and connects to itself to the right and behind the trestle in the back.

The other main line is at the base of the mountain, and if you will, on the level of the benchwork table became a track leading to the left and back under the mountain to a logging camp.

The curved trestle in the background was constructed by a 12-year-old Rick Frese. I bought the trestle from Rick about ten years ago.

The back side of the mountain area to the left of the trestle has become a logging camp. Logs are brought here by the HO_n3 shay. It backs the log cars on the tracks just below the picture. They are transferred by a steam crane to the log cars on the HO track below the picture.

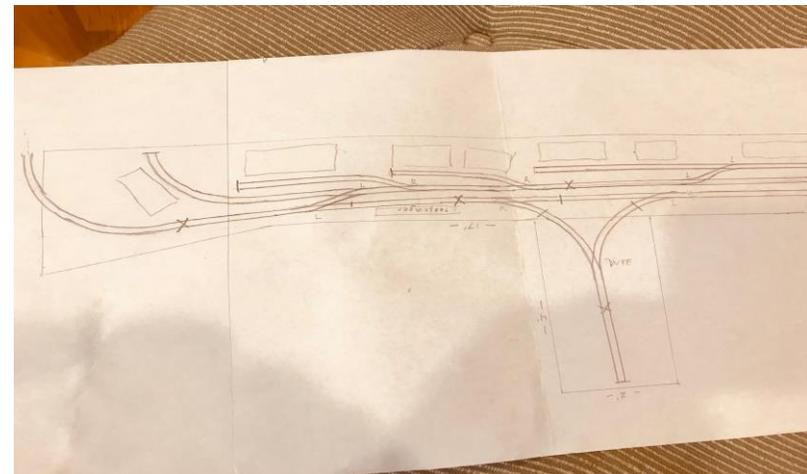
The picture in the background will be re-printed professionally and will be a part of the entire logging camp scene. A log camp building - similar, but smaller, to one in the picture - will be made and placed to the left of the log cars. The ground cover will be reshaped.



Notice at the very bottom of the picture on the left another HO track coming underneath the two tracks with the log cars. This was originally part of the second main line but has a new function. It goes from the logging camp to below the track in the other picture. Next to this track in the logging camp, there is room for a very small building. This will be the Northwest Forestry Research Regional Office (NFRRO). Scientists and their assistants will be brought in by a passenger train so they can proceed with their work of researching the forest and return home at the end of the day.

Then I got to thinking, this part of my layout just has a main line which curves around and connects with itself. There's a fairly long track which had been a second main line and now will bring in passengers who will work in the Research Office; there's a logging camp and transfer center and a switch yard for a few industries. It's really at the end of everything and not very dynamic.

One day as I was looking at the switch yard next to the open space where the drop - down had been located. I also noticed all the space between the switch yard, an area near an unused basement

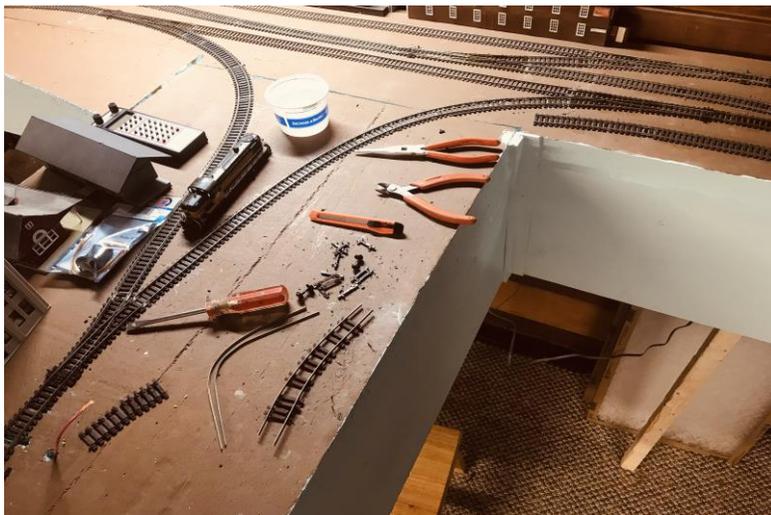


fireplace and another ten feet or so of - you guessed it - nothing except a wall. My wife doesn't use it for anything - so I'm safe here!

Hmmmm, I thought to myself. Why not put in a nice long switch yard - a part of another city? There would then actually be someplace for more freight to go and even a passenger train and station.

I designed a switching yard with a wye. I checked it out with our resident first class operations guru Robbie Kapala and he okayed it with a minor change. When I actually laid the track, I did make a few changes. I think we all do that!

I built bench work basically one foot wide and 16 feet long; put quarter inch ply board and two-inch foam on top. I carved out a very deep creek and found the right picture for the creek to flow from. I plan to use toilet paper to create the water with rapids patterned after the video clinic presentation in October. A train will come through on one of the tracks already in place in the switch yard and go around a gentle curve through a tunnel in the mountains (to be built) right at the corner between the old part of the layout and the newly built layout.





I hope to hold a layout tour in March.

If you have any questions or would like to give a hand building the SP&S, call me at (779) 774-5431

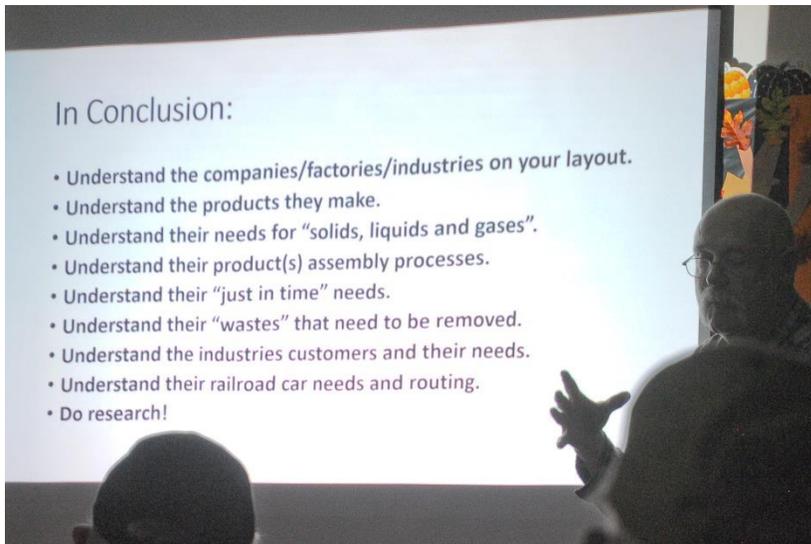
Ron Johnson

What You Missed At the Last Meet

The following are pictures Joe Whinnery took at the November Meet.



Clinic on Industries by Rich Mahaney



In Conclusion



Marty Becomes the New Superintendent



A Great Example by the Late John Swanson



Passenger Contest Winner