

FLIMZIE

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



March Volume 55, Number 7

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

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** 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

2020 / 2021 BoD & Chairman Directory

Superintendent:

Marty Hendrickx
6813 Michelle Dr
Roscoe, IL 61073-9169
815-978-7326
mhendrickx@charter.net
superintendent@rrvd-nmra.org.

Assistant Superintendent:

Ken Mosny
4752 Stage Coach Trail
Rockford, Il. 61101-6028
815 / 965-4871
asstsuperintendent@rrvd-nmra.com

Chief Clerk:

Doug Bakus
4104 Guilford Rd
Rockford, IL 61107
779/ 423-2979
ratonpass89@gmail.com

Paymaster:

David Duitsman
794 E Soper St
Winnebago, IL 61088-9691
815-979-3185
daduitsman@gmail.com

Director:

Gary Loiselle, MMR
4720 Black Oak Trail
Rockford, IL 61101-6017
815 / 963-8326
hofreight@gmail.com

Director:

Doug Loy
17972 Caledonia Rd.
Caledonia, Il. 61011-9563
815 / 765-3135
delsclho@yahoo.com

Director (temporary appointment):

Ken Peterson
11190 Linden Blossom Lane
Roscoe, IL 61073
779 / 348-2961
poplarken53@gmail.com

Director (Past Superintendent):

Ray Dyreson
9729 Montague Rd.
PO Box 307
Winnebago, Il. 61088-0307
815 / 335-7046
815 / 494-0205
raydyr@aol.com

Show and Sale Chairman:

Doug Loy
17972 Caledonia Rd.
Caledonia, Il. 61011-9563
815 / 765-3135
delsclho@yahoo.com

Flimzie Editor:

Ken Peterson
11190 Linden Blossom Lane
Roscoe, IL 61073
779 / 348-2961
poplarken53@gmail.com

Membership Chairman:

John Mann, MMR
7303 Farmhome Lane
Cherry Valley, Il. 61016-9718
815-332-2496
jjmannmmr@comcast.net

Clinics Chairman:

Ron Johnson
2516 E. Chickadee Trail
Rockford, Il. 61107-1042
779 / 774-5431
rondjohn@earthlink.net

Contest Chairman:

Ray Dyreson
9729 Montague Rd.
PO Box 307
Winnebago, Il. 61088-0307
815 / 335-7046
815 / 494-0205
raydyr@aol.com

Layout Tours Chairman:

Bert Morris
13484 W. Campbell Road
Durand, Il. 61024-9732
815 / 520-1307
winxxx1115@gmail.com

Division Publicity Chairman:

Joe Whinnery
804 Starview Court
Rockford, Il. 61108-4009
815 / 398-8973
phowhin@yahoo.com

**Nomination and Election Chairman:
Advancement Chairman:**

Gary Loiselle, MMR
4720 Black Oak Trail
Rockford, IL 61101-6017
815 / 963-8326
hofreight@gmail.com

Show and Sale Registrar:

Ken Mosny
4752 Stage Coach Trail
Rockford, IL 61101-6028
815 / 965-4871
asstsuperintendent@rrvd-nmra.com

Office Vacancies

Tom Maladecki has resigned from the position of Director of the RRVD. Ken Peterson has been appointed to fill his position until the RRVD April elections. At that time a permanent Director will be elected. Contact Gary Loiselle, hofreight@gmail.com, to let him know you would like to run for that position. We need someone to take over the Company Store and the Social Media positions. Also, a new position, Technology/Outreach Chairman is needed. Contact Marty Hendrickx, RRVD Superintendent to offer your time and service for these positions. Dave Duitsman is stepping down from the Paymaster office. We are seeking a replacement.

February Meet Contest Results

The subject for the February contest was "Maintenance of Way Equipment". We had a seven entries. Thanks to all of you who brought an entry. The most votes and first place went to Marty Hendrickx, second to Clarence Welte and third also to Marty Hendrickx. The subject for the March meet is "Boxcars". Any type of box car of any size or scale. For the April meet the topic will be "Hobos". Anything including a hobo such as a campfire cook out, box car or tent etc. The May meet will be in Madison. There will be no contest.

Clinic and Layout tours for March

In March, the clinic for March 6th will be by Bob Simmons from Dodge City, KS discussing "Fitting Structures into a Layout".

Tom Weltzer will have his HO scale Chicago-Memphis-New Orleans Railroad open which follows the Amtrak Line from Chicago to New Orleans with freight yard operations in Chicago and Memphis. If you bring your own Digitrax throttle, Tom says you can operate.

Bruce Giersch will have his O scale 3 rail railroad open with its wealth of scenic detail.

Clinic and Layout tours for April

In April, the clinic for the April 10th meeting will be by Ron Johnson. He will present "Making mountains on a new addition to my layout" with pictures showing the progress from start to finish. He will use slides with an Apple program called Keynote. (It's like PowerPoint.) He will use his computer with the division projector projecting images on to the screen. There will only be one clinic.

Reminder

April is our annual meeting. Contact Gary Loiselle, hofreight@gmail.com, to let him know you would like to run for an office. Nominations and voting will take place at the meeting.

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., Mar 21, 2022, for a April 1st publication.

Message From the Superintendent

By Marty Hendrickx

February Superintendent Message Hello all, I hope everyone is doing well and making the most of the winter season. The days are getting longer and with a few warm days, there certainly is a hint of spring in the air. Pretty soon we will be putting the snow blowers away and getting the lawnmowers out. Last weekend Ken Mosny, Gary Loiselle, Ken Peterson and I carpoled to the Mad City Train Show in Madison. It appeared to be well attended in spite of the mask requirement in effect in Dane County. Besides seeing a number of NMRA members from other regions, we saw Tom Weltzer and Roger Ruschmeyer at the show. The main purpose for Ken Mosny and my self's attendance was to solicit additional vendors for our upcoming show at the end of March. There were a number of vendors and operating layouts at the Alliant Energy Center, and we did have some success in attracting several additional vendors. Which gets us to our upcoming Rock River Valley Train Show on the weekend of March 26th and 27th, if you have not signed up for a work assignment, we need your help. Contact Doug Loy to let him

know what times you would be available. This is our train show, and we need your help. With mask mandates ending on the 28th of February, we will be ending their requirement at our monthly meets. You certainly can continue to wear one if you are more comfortable with one, but it will not be required. With this change we will be starting our coffee and donut service once again, so if you have not been to a meet recently because of mask requirements or no coffee and donuts, you have no excuse. It has been a long couple of years, and we really need to gather once again to share our love and interest in model railroading and trains. This month the contest is boxcars, the clinic will be "Fitting Structures into a Layout" and the layouts will be Bruce Giersch's and Tom Weltzer's, which are both in Winnebago. We hope to see many of you there. The final item is the upcoming election of officers for the Rock River Valley Division. I would like to thank Dave Duitsman who has been our Paymaster and Doug Bakus who has been our Chief Clerk for their service over these last several trying years as they have decided to not continue in these positions. Therefore, we are in need of several members to step up to perform these jobs. These are vital positions in the group and what is required is one evening a month and sometime during the month to perform the task of these positions. The Board of Directors has also decided that the division needs someone to take on the job of what I am calling the Chief Dispatcher. This person will be responsible for our Facebook, Twitter and YouTube accounts to promote the Rock River Valley Division and model railroading. Please let Gary Loiselle or myself, know if you would be interested in doing any one of these important jobs. I look forward to seeing many of you the March meet and the train show.

The Layout Design Column

By Ken Peterson

Last month I talked about some last-minute changes to the design of my single industry layout design and included pictures of the layout as built.

This month I will talk in detail about the Operations Design Phase. My model railroad is built to emulate the real mill operations. The

purpose of the 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 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 are backed the four miles from the main line to the mill caboose first. The caboose is used as a shoving platform. The conductor rode on the back platform watching out for obstructions or other dangers the train might approach. He communicated with the engineer by radio. He also had an air valve that controlled the train's brakes. There was a horn on the caboose the conductor could use to warn traffic of the approaching train.

With the information I gathered during the research phase of the design, I was able to create six different trains for a week of operations. Box cars, pulpwood gondolas and bulkhead flats, 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 keeps extra cars on site, kept in Off Spot locations in the yard to assure there are no delays in receiving or shipping goods. Paper mills run 24 hours per day 365 days per year.

I created a train Inbound/Outbound matrix listing the loads and empties moved daily at the mill.

WISCONSIN CENTRAL SWITCH LIST MATRIX

CONSOLIDATED PAPER MILL TURN

INBOUNDS	CAR	M	T	W	TH	F	S	S
BOXCAR	XM	8E			8E			
PULPWOOD	FP			4L			4L	
ACID	T		L			2L		
KAOLIN	T	L		L		L		
SODIUM HYDROSULFIDE	T	L						
TIANIUM DIOXIDE LIME SLURRY	T	L		L		L		
CHLORINE	T		L					
CAUSTIC	T		L					
TALL OIL	T					E		
TURPENTINE	T					E		
COAL	HT		2L		2L		2L	
LIME	LO						2L	
STARCH	LO		L		L		L	

11 6 6 11 6 9 0

OUTBOUNDS	CAR	M	T	W	TH	F	S	S
BOXCAR	XM	2L	3L	3L	3L	2L	3L	
PULPWOOD	FP	2E	E	E	2E	E	E	
ACID	T	E	E	E		E		
KAOLIN	T		E		E		E	
SODIUM HYDROSULFIDE	T			E				
TIANIUM DIOXIDE LIME SLURRY	T		E		E		E	
CHLORINE	T			E				
CAUSTIC	T			E				
TALL OIL	T	L						
TURPENTINE	T			L				
COAL	HT		2E		2E		2E	
LIME	LO	E			E			
STARCH	LO		E		E		E	

7 9 9 11 4 9 0

Then I created switch lists for each day of the week. The operators will use these to determine what cars are in the Inbound train, and what cars go in the Outbound trains. The following is for Monday. There are five additional lists for Tuesday through Saturday.

WISCONSIN CENTRAL						SWITCH LIST
SWITCH CARS CAREFULLY AND SAFELY						
AVOID ROUGH HANDLING						
At: <u>Biron, WI</u>		Station: <u>Consolidated Papers</u>			MONDAY	
Train No.	Engine No.			Time		
						AM.
Initials	AAR	No.	Color	Contents	Destination	
INBOUNDS (SPOTS)						
1						
2	GATX	TC	638	BLK	SOD HYDRO	112
3	ACFX	TC	964	BLK/WHT	KAOLIN	116
4	ACFX	TC	969	WHT	TITANIUM	116
5	WC	XM	045-1	BRN	MT	118
6	SOO	XM	490	BRN	MT	118
7	WC	XM	437	BRN	MT	118
8	WC	XM	433-1	BRN	MT	118
9	WCCL	XM	252-2	BRN	MT	119
10	WC	XM	025	BRN	MT	119
11	CN	XM	341	BRN	MT	119
12	CN	XM	232	BRN	MT	119
13						11 CARS

14	OUTBOUNDS (PULLS)					
15	CP	HT	464	BLK	COAL	113
16	BNSF	HT	399	BLK	COAL	113
17	WC	LO	848	GRAY	STARCH	116
18	WC	LO	884	GRAY	LIME	116
19	BNSF	LO	031	BRN	LIME	116
20	BN	FP	301	GRN	PULPWOOD	117
21	SOO	GB	319-2	WHT	PULPWOOD	117
22	WC	GB	301-3	BLK	PULPWOOD	117
23	SOO	GB	619-1	WHT	PULPWOOD	117
24						9 CARS
25						
26						
27						
28						
29						
30						

The "Destination" listed in the switch list is the track number (PICL – perpetual inventory car locator).

The basic sequence of operation is as follows:

1. At the beginning of each shift, the plant switcher pulls the empties and loads from the mill tracks and spots them in the Mill Yard.
2. Then the switcher pulls the cleaned empty box cars from the cleanout track, 119, and spots them on the paper loading track, 115. The cars waiting for cleaning, on the Off-spot track, 118, are moved to the cleanout track, 119.
3. Any loads left over from yesterday in the Mill Yard or Off Spots at the mill get spotted at the mill. Then the switcher returns to the yard office, track 101 and goes for beans while waiting for the local mill job WRB101 to arrive on the branch line, track 100.
4. WRB101, Wisconsin Rapids to Biron is placed on the branch line, track 100, by the 0-5-0 switcher. It backs onto the Mill Yard arrival/departure track, 105. The road engine uncouples from its train and moves to engine track 102. The mill switcher couples onto the caboose, and through a push-pull move, places the train on the plant lead.
5. The switcher, with caboose in front, runs around the train, breaks down the train, and spots the inbound at their proper track destinations.
6. With the caboose on the front of the switcher, it pulls all the outbound cars from the Mill Yard and drops them on the arrival/departure track, 105. The plant switcher ties up at the Yard Office, track 101. The crew heads off to the yard office to turn in their paperwork. Their shift is over.
7. The road engine couples onto the train. The conductor walks the train to check the paperwork. A brake test is performed. Train BWR102 heads back to Wisconsin Rapids.

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 with operations, think again. This layout is only 12" x 12'-2" in N-scale. Come to the **Rock River Valley Train Show March**

26th and 27th 2022 at Harlem High School 9229 N Alpine Rd, Machesney Park, IL to see this layout in operation.

Punching Your Models

By Ken Mosny

I, like most other modelers, can get sometimes get frustrated enough to want to give that model a good punch when things don't go right, but this article is not about destroying, but building. Recently, at one of our weekly Monday morning breakfasts, the conversation turned toward tuning up model freight cars and adjusting coupler heights. Couplers are typically raised by inserting shim washers from our friends at Kadee between the truck and car bolster. One of us lamented that he has had to make very thick shim washers from 0.030" styrene at times to raise the couplers sufficiently. That was better than stacking 3 or 4 Kadee washers. I mentioned that an easy way to make these washers is to punch them with easily made punches and dies using a drill press for the arbor press. I have described this punching technique in several of my clinics, but here is a more detailed description of it.

Punching holes in thin materials is much easier than trying to drill or somehow cut them. Simple punches for holes and discs are easy and quick to make. Washers can also be cleanly and accurately made this way. This article describes how to easily make punches and dies for thin, soft materials like paper, cardstock, plastics, brass, or aluminum. If you have a drill press, you can do this. Access to a metalworking lathe is useful to make a washer punch, but not required.

Let's start by making the punch. Select a drill bit for the hole or disc of the desired diameter. With the selection of fractional, metric, number and letter sized drills available, finding the correct size is usually not a problem. Start by grinding the back end of the drill flat, photo 1. This will not harm the drill for use as a drill.



Remove the grinding burr on the edge by laying the drill flat on an oil stone and rubbing while rotating it, photo 2.

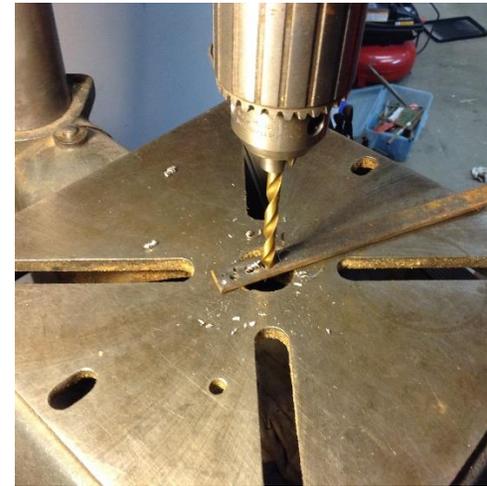


You want to have as sharp an edge as possible, photo 3. The sharper the edge, the cleaner the punched part.



The die is made from a piece of flat steel strip at least 1/8" thick. If the top is rough, file or grind it flat and smooth. Soft steel is sufficient

for our limited use, but if you are going to use it a lot, hundreds of times, you could use O-1 tool steel and harden it with a propane torch and oil quench. I have never bothered with a hardened die. You need to drill a hole in the steel as close to the size of the punch as you can but still have the punch pass freely through it. If you just go ahead and drill the die using the punch drill, the hole in the die will probably be too large because drill bits generally drill a hole larger than the bit.



Using a drill press, first drill a hole through the die steel strip with a drill at least a size smaller, photo 4. Then use the use your punch drill with some oil as a lubricant for a second pass in the die hole. The punch drill will act as a reamer to size the hole. Flat file any burrs off the top of the die strip with a single cut mill file. You want the entry edge of the hole to be as sharp as possible.

Now to try out the punch and die. Tighten the punch you made from a drill bit in your drill press chuck. Align the die by advancing the punch into the die hole. Clamp the die to the table of the drill press. Run the punch up and down through the die to make sure it passes freely. Keep adjusting until you get it right.



Sometimes I tap the clamped die with a small hammer to coax it into position, photo 5.



Here are some of the parts I have made using this punching technique. In photo 7, I am punching 0.030" radii in the corners of 0.005" thick phosphor bronze axle wipers for HO trucks. The 0.030" radii in the corners are much less likely to break the somewhat brittle tempered bronze than sharp corners.



When you are satisfied with the alignment, place the material you want to punch and advance the punch through it, photo 6. I find the cut is usually cleaner if you aggressively advance the punch with a jerk. Don't be timid.





Round lens plates for the oil type 19th century headlight are being punched from clear butyrate in photos 8 and 9. When I punched the butyrate, a somewhat brittle plastic, I found lubricating the punch with a little water seemed to result in a cleaner edge on the discs.

A punch for making a washer is a double punch to align the hole with the outer diameter of the washer. Since you will have to drill a hole on center in the end of a rod, access to a lathe makes this easy. I used a lathe because I have a Unimat I acquired shortly after college when I really got serious building HO models (and had the money). You can, however, center punch and drill the end of the rod in a drill press if you are careful. I won't go into the details of facing and drilling the rod in a lathe. I assume that if you have a lathe, you know how to do this.

To make the washer punch, you will need a precision outside diameter steel rod of the desired size for the washer OD. The washer this punch will make is 1/4" OD with a 3/32" hole. I used 0.250" O1 drill rod which is cheap and readily available to punch the OD of the washer. You need precision OD rod for this to closely fit the hole to be drilled in the die and ordinary steel rod probably isn't accurate enough. A 36" long piece of this O1 costs about \$5.00 at industrial suppliers such as Grainger. O1 can be hardened by

heating to red heat with a propane torch and quenching in motor oil if you want.



The first step is to face the end of the piece of drill rod, center drill and drill a 5/64" hole in the end of the drill rod. Finish the hole with a pass using a 3/32" diameter bit, photo 10.

Stone the burr from the face cut off the outside edge of the rod. Don't chamfer this edge as you want it sharp.

The 3/32" washer hole punch is made from the shank of a broken 3/32" drill bit. You do save your broken drill bits, don't you?



The drill is hard, so it was cut to length with a Dremel cut off disc, photo 11.



Again, grind or stone the working end flat leaving a sharp edge, photo 12.

The small punch must be fixed in the end of large punch somehow. I decided to soft solder it with a torch. Gluing with CA or epoxy would probably work, too, if you feel more comfortable with adhesives. Soldering is easy and quick. Make sure the parts are clean and free of oil. Assemble them and wind a little fine solder or cut off a chip of solder to place at the joint.

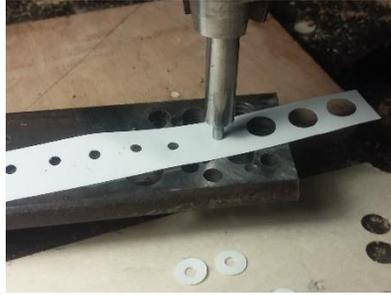


Add a drop of acid flux, photo 13, and heat with a torch until the solder melts. Rinse the flux off with water. Done! Wasn't that easy?

Drill accurately sized holes in the die, 1/4" and 3/32" diameters, using the two-pass method as described earlier. Tighten the washer punch in the drill chuck and line up the small die hole with the small punch.



Punch the inner washer holes in your material, photo 14, for as many washers as you need. Now, align the larger hole with the punch.



Align the material so that the small punch goes through the small hole in the material and punch the outside diameter of the washer, photo 15. Voila, washers. It is possible to punch some quite thick washers.



Photo 16 shows 0.040" thick styrene washers being punched.

While it may sound like a lot of work to make these punches, after you have made a few, a simple hole or disc punch only takes a few minutes to make them from a drill bit. I just return the punch drill back to the index box to use as a drill or punch, and the die strip has multiple holes in it for all the various punch drills I have made.

RALPH HAYNES, RIP

Ralph Wesley Haynes, age 78, of Rockford and formerly of Pasadena, CA passed away peacefully at home surrounded by family Friday October 1, 2021. Born in Beloit, WI on July 2, 1943, to Donald Haynes & Irene Lee. Mechanically minded and an engineer at heart, Ralph loved tinkering on anything mechanical and fixed anything needing repair. He loved journalism, classical music, watching the Weather Channel 24/7 and teaching photography courses at Rock Valley College. His true passion was the Railroad; Ralph loved collecting & building model trains, some large enough for children to ride. He created a Children's Ministry building trains with kids, earning him the name "Railroad Ralph". Beloved husband, father, grandfather, and dear friend; he will remain forever in our hearts.



May 18-22, 2022



Four Full Days
Three NMRA Regions
and the RPM Conference
Three Day Train Show
One Convention

\$85 Early Registration
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Includes 70+ Clinics
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Indianapolis, IN 46219



Clinics
Layout Tours
Ops Sessions
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Four Full Days
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Two Day Train Show
One Convention
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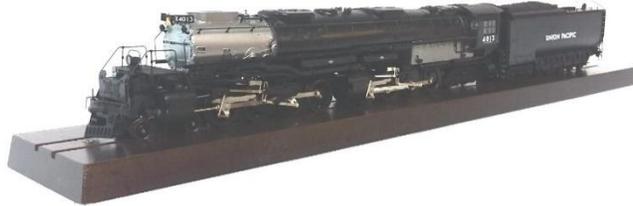
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RPM
CONFERENCE



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)