

FLIMZIE

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



April Volume 55, Number 8

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

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

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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.

March Meet Contest Results

The subject for the March contest was "Boxcars". First place was a tie, and went to Ron Johnson and John Mann. Second place was a tie and went to Ken Mosny and Dave Hopper. 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 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. Ken Mosny will present a clinic on how to refurbish freight car trucks.

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 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., April 20, 2022, for a May 1st publication.

Message From the Superintendent

By Marty Hendrickx

Hello all! The Rock River Valley Train Show held the weekend of March 26th and 27th was very successful. Our attendance for the show was 1345 paid and 275 youth and active-duty military for a total of 1620 people through the door. We had 228 vendor tables sold which was a new record for the event. Considering this was our first show in three years and at a Harlem which was a new venue for the show, we should all be very happy with the results.

I would like to thank all who participated. Those who help set up and take down, worked at various other duties during the show and all the members who had a sales table or layout. You all contributed to the success. That is not to say we did not have a few flies in the ointment. We had an issue with the public address system only working in the main gym and set up was a little chaotic but given we were all a little rusty since it has been three years since the last show, we did well. Some of the things we were able to do at Harlem we have not done in the past were wider aisles and a rest area in the center of the main gym which were both commented on favorably by several attendees.

I would also like to mention the Harlem H.S. Key Club members who have Sue Schroefer as their advisor. The club manned the Kid's Korner booth for us during the show. It was always well staffed during the show and seemed to be very popular as there were always several younger railroaders in the booth. After the show they stayed and helped with the take down which was much appreciated. Hopefully they enjoyed their work as much as we appreciated their assistance, and they will be with us next year.

Which segues to my next point which is unless there is some unexpected event, the consensus was we should return next year to Harlem High School for our 31st annual train show.

We will not be having our regular meet in May as we will be taking our biannual trip for our joint meet with our friends in Madison in the South-Central Wisconsin Division on May 1st. They hold their meets at the Verona Senior Center in Verona, Wisconsin. Their meets start at 1:00 PM. We will be carpooling to this event and meeting at the Walmart parking lot in Rockton leaving at 11:30 sharp. All members of the Rock River Valley Division are invited.

Finally, the Indy Junction Convention is from May 18-22 in Indianapolis, Indiana. This will be a mini national convention with operating sessions, clinics, tours and train show. It is not too late to register for this event. If you are interested go the web site <https://www.indyjunction2022.org/> and register. This should be a great event and is the only convention in our region this year.

The Layout Design Column

By Ken Peterson

A few months ago, I introduced the Large, One Industry Layout design concept. The industry I chose for the design was a paper mill in central Wisconsin. I built the portable layout to take to the RRVD March Train show. I used a hollow core door as the foundation for the Paper Mill module and a more traditional shelf construction for the Mill Yard module. It was fun to build and even more fun to operate. The operations started with developing an operations matrix that listed all the cars moving in and out of the paper mill for six days. Then switch lists were printed for each day's operation. Each "day's" operation took several hours of switching to complete.

That layout wasn't the first Large, One Industry Layout I built, though. Last year I built one for the 2021 RRVD Train Show. You remember, the show that was cancelled due to Covid-19.

This month I want to describe the design of the Beer Line layout I built for last year's show. 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 to tell with your model railroad (MR). You want to choose an era, locale, prototype, etc. What kind of experience do you want to create for the operator? What signature elements do you want to include? What can you include in the design to give that "typical" essence of the area you are representing? What are the space considerations required for operations by operators my size? Will it be portable, modular? These are important considerations in this phase of the design. To answer the questions, I began with extensive research.

I chose to model the south end of the Milwaukee Road Beer Line which ends in downtown Milwaukee near the Schlitz Brewery. The layout was built in N-scale. I went on-line and read everything I could

find written about the Beer Line. I downloaded pictures that I thought would be useful in creating the feel for the area and the era. I found and purchased a book published by the Milwaukee Road Historical Association, The Milwaukee Road's Beer Line, by Art Harnack. I downloaded copies of the Sanborn maps of the Beer Line area I wanted to model. While some say the Sanborn maps are not 100% accurate depictions of the railroad right of way, they are good enough for me. The aerial photographs I found confirmed the track layout shown on the Sanborn maps.

After reading the book, the era I chose to model was the mid-1950's. The Milwaukee Road used cool Fairbanks Morse switchers during that era. After all, I am from Beloit where the locomotives were built, and my two grandfathers, father and two uncles all worked at Fairbanks for part of their lives. One of our neighbors when I was growing up, Bob Aldag, was a locomotive salesman for Fairbanks. He wrote at least one article for Trains magazine about the locomotives. For five years I lived on the north side of Milwaukee just a couple of miles from the north end of the Beer Line, and close to the URTX shops that manufactured the reefers used by the Beer Line to haul the beer around the country.

A layout this small will require significant "selective compression". I decided to include the Juneau Ave team tracks at the end of the Beer Line, and five structures of the Schlitz Brewery complex. (All the layouts I design, and build are built to be operated. They do not include roundy-round circles of track. I get dizzy watching trains go around in circles). The tracks and structures included, must have many car spots available to provide interesting switching moves. For example, the Bottling House has empty reefers in, beer reefers out, cullet out, new bottles in, cardboard cartons and boxes in. That is just one of the five brewery structures. Each structure has multiple spots and pulls that are different for each day. The Pabst brewery and the Blatz brewery did not have rail service at their breweries. They each had their own team track at the Juneau Street Yard. Supplies were brought in by rail car, unloaded at the team track, and trucked over to the brewery. Beer was trucked from the brewery to the team track, loaded onto reefers and shipped from there. So, there will be boxcars and reefers to spot and pull from each team track. The shipping and receiving from those two tracks will provide a

great deal of switching. In addition, there will be a team track for general shipping and receiving for Milwaukee businesses, the Lincoln warehouse track, and the Milwaukee Road freight house. The Beer Line book outlined the different trains and their general makeup that operated each day. This will provide many hours of operating fun.

2. STRUCTURAL PHASE

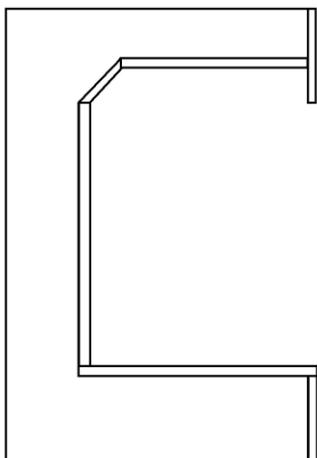
The second phase of the design process is the structural considerations. This involves considering the available space for the layout structure, self-standing table style, shelf style, if it must share space with other uses, does it require to be able to provide storage under it, what kind of shape can be used, what are the track standards going to be, standards for aisle widths, layout height, and how will the operators fit in the layout space? What are the lighting requirements? How much staging should be included? Should the layout be expandable?

This layout was going to need to work in two environments. I was going to take it to the 2021 RRVD Train Show (which was cancelled due to Covid-19 shutdowns) to display and operate. It needed to be small enough to fit in my car (Dodge Caravan) to take to the show. I really wanted it to be lightweight too. I wanted to carry it by myself if need be. I like the full proscenium style (shadow box) design with LED lighting above the layout behind the upper fascia. I chose to make it from FoamCor (or Equal). On the Model Railroad Hobbyist forum, I found many pages describing how to build full proscenium style modular layout structures from foam core products. A man who goes by Prof. Klyzer (from Australia) has spent a lot of time developing building techniques using foam core products. He builds layouts he takes to shows for display and operation. The second environment it had to fit in was my basement. I wanted to mount it on the outside of the stairwell wall. I wanted to be able to operate it when it is at home. It would set on shelf brackets. This wall creates an aisle along one side of my permanent layout. I have minimum aisle width standard of 36" for my layout, so the depth of the portable layout could not interfere with that 36" aisle width.

The layout was made in two sections fastened together. Each section was 40" wide x 20" deep x 30" high. I attached a garage door handle on top to make it easy to lift and carry. The 40" wide staging section will be clamped on the right end during operating sessions. At a later time, I would like to add on another 40" wide section to include track and industries just north of the brewery. The base the track and structures will be mounted on will be 15" x 40" each.

Next, I needed to design the layout support structure. I went to Hobby Lobby to see what types and sizes of foam core products they sold. They had 30" x 40" x 3/16" sheets in black or white. For some reason black was more expensive, so white it shall be.

The forum pages I read about building foam core proscenium model railroad layout structures showed how Prof. Klyzer built his layouts for exhibitions. He ordered large (40" x 50") sheets of foam core for his construction. He modelled in HO and built larger layout structures than I thought I needed for N-scale. Oh, he also built larger foam core structures for O-scale traveling layouts. His layout designs have held up to going to several shows per year for over ten years without damage. He uses standard scenery construction methods using dilute white glue to hold down ballast and ground foam. He designed and built a square aluminum tube frame to support his foam core structure. The cost of that was more than I wanted to spend. At the RRVD Train Show I would set the layout on two 30" x 96" tables. They are only 30" high. That is way too low to operate while standing, and very poor viewing height. I purchased four plastic storage containers 17" wide x 27" long x 13" deep. These serve double duty. I can load all the freight cars, locomotives, power supplies, tools, etc. in them to carry to the show, and I can use them to set on the tabletop to set the layout on. This will raise the layout to a better operating height.



So, I fired up AutoCAD, and started a design using the 30" x 40" x 3/16" thick materials I could buy here. I tried several designs, with different sizes that allowed different nesting patterns. The main structural part was a "C" shaped piece. Four of these equally spaced across the 40" width supported the base for the track and buildings, the backdrop, the ceiling, the LED lighting, and the front fascia. I put as many pieces against each other as I could to reduce the number of cuts I would have to make. When I was happy with the design, I went to Hobby Lobby and bought six sheets, a mat cutter blade and holder, a hot glue gun and a bunch of hot glue sticks. I have a nice work bench/table to work on. I laid out the pieces of foam core and drew the many structural pieces on each sheet and cut all the pieces out. It took a long time to do that.

The next step was the most difficult part of the assembly. Setting up the pieces to glue them together with right angles in the x-y-z planes all at the same time. A lot of squares, weights and clamps were required. When I build another of these structures for the next portable layout, I will build a wood fixture for holding all the pieces together while gluing. I used the hot glue gun to produce a 1/4" fillet of glue along all right-angle edges.

I spray painted the background sky blue with a white mist near the horizon. I used a high gloss white paint on the "ceiling" to provide a

reflecting surface for the LED lighting. I painted the track/scenery base dirt brown. After letting the paint dry several days, I masked that off and painted the entire outside of the structure black.

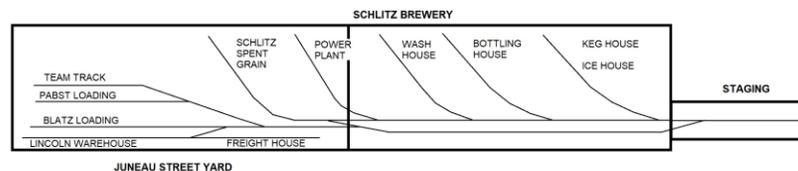
I liked the way the structure turned out. There are imperfections that I notice, but it is good enough for me. Besides, the next one will be better.

I am going to use Peco Code 55 track and medium #6 Unifrog turnouts. I have tried most of the different brands of track, and my experience has shown me the Peco is the most reliable N-scale track system. All industrial sidings will be 14" radius. While this is a tight radius in N-scale, it will easily handle the 40-foot reefers and box cars.

3. SKETCHING PHASE

The most difficult part of the sketching phase is fitting the five main structures in while still allowing enough room to include the Juneau Street Yard. I opened the kits that I purchased for each structure. Using masking tape. The structures were put together in a shape to fit between the tracks. This allowed me to better fit and change the shape of the structures than if I had done it with just paper and pencil. It took several versions of different angles and turnout locations to achieve the final locations. Once that was worked out the Juneau Yard was easy to get worked into place.

Here is the final sketch of the track plan:



Each structure was a custom build to fit in the angled space between the spurs.

4. FINAL DRAWING

Next, I went back to AutoCAD to make the final drawing of the track plan from the sketch I made earlier. I made scale drawings of the various freight cars and locomotives I planned on using during operations. This allowed me to figure out how many cars could be spotted at each location.

I made a detailed drawing with dimensions locating track and turnouts. From this detailed drawing I could transfer the track plan to the layout base. I also needed the AutoCAD drawing to determine the final size and shape of the different Brewery structures. Every structure except the Powerhouse had to be kit bashed. The Milwaukee Road Freight House had to be at the front edge of the layout. It was less than 1" thick. When it was built, the back facing the front edge of the layout was a flat sheet of styrene painted flat black. Door numbers were placed on the roof to locate where the unloading doors were. This made spotting cars much easier. The Lincoln Warehouse was built thicker, about an 1-1/2" thick. The prototype had a track that ran inside the building. I wanted to simulate that feature, so I made the structure thick enough to get a car part way into the building. I made the Juneau Yard area fenced in with a concrete base per the prototype. This allowed the trucks to pull up along side the freight cars when loading and unloading and not have to deal with dirt and mud. To cover up some of the wide-open backdrop, I added some store fronts as building flats (1" thick to add some 3D effect).

With all that information on the final drawing, it was a simple matter to transfer it all on to the layout structure.

5. OPERATIONS DESIGN PHASE

The Operations Design Phase began with an industry table. The left hand column listed the (11) industries, next an Inbounds/Outbounds column, next car type column, next a loads column, and finally a Frequency column. An example of this is the Bottling House track. It has 2 to 3 empty reefers inbound pre-iced from the icehouse track per day. It takes a half day to load and ship. There is an outbound cullet car (gondola). One per week ships. There is one box car per

day inbound full of new bottles. There is also an inbound boxcar of cardboard sheet stock, premade cartons, and premade wooden beer tray boxes per day.

I filled out the table with the Wash House, Keg House, Ice Plant, Power Plant, Spent Grain Elevator, Freight House, Lincoln Warehouse, Blatz Team Track, Pabst Team Track, and the Team Track.

Next, I made a list to the Jobs or trains that needed to be run per day. Number 1 was the Juneau Street Yard Job. It served the Freight House (2 cars), Lincoln Warehouse (1 or 2 cars), Blatz Team Track (2 cars), Pabst Team Track (2 cars), and the Team Track (1 car). This train will be 8 to 9 cars long. Number 2 was the Wash/Bottling House Job serves the Wash House (2 to 3 cars), Bottling House (2 to 3 cars), cullet spot (1 car). This train will be 5 to 7 cars long. Number 3 was the Keg/Ice House Job. It serves the Keg House (2 to 3 cars), and the Ice House (2 to 3 cars). Number 4 was the Grain/Power Plant Job. It served the Schlitz Spent Grain Elevator (2 cars), Inbound Grain (1 car), and The Power House (2 cars). This train is 5 cars.

With that information, I wrote Train Instructions for the crew for each of the four trains. An example is:

KEG/ICE HOUSE JOB

- Begins in staging.
- Find switch list, review pulls and spots.
- Pull train onto A/D track.
- Pull the iced reefers from the ice house, off-spot.
- Pull the outbound Keg reefers
- Re-spot the iced reefers at the keg house spot.
- Spot the empty inbound reefers at the ice house spot.
- Assemble the train.
- Return to staging.

Then I pulled freight cars from my "inventory" of cars. Then I wrote Work Orders similar to the format Lance Mindheim uses each train. The format includes the work order number, train designation, date,

time, locomotive number and the caboose number. Below that there was the industry work to be done at each site served by that train. For example, the AM train KIH (keg/ice house), listed work to be done at the Ice House as pull two BREX insulated reefers from spot #1 and #2 and spot two reefers UTRX and ART at spot #1 and #2. The work at the Keg House is to pull two UTRX reefers from spot #1 and #2 and set out three reefers, MILW, and two UTRX at spots #1, #2 and #3. This is more challenging than it appears on paper because the Keg House and Ice House share the same spur. The Ice House cars must be off-spotted before the Keg House work can be done. An experienced conductor may pull all cars from the spur, set out the Keg House cars, then the Ice House cars, and finally make up a return train with the four pulled cars and caboose and head back to Humboldt Yard. There are several ways to accomplish the same work. The Juneau Street Yard Job, train JSY, services the Freight House, Lincoln Warehouse, the Blatz track, the Pabst track and the Team track. It involves the most cars. There is not a lot of room to work, and the conductor has to plan his work carefully to keep out of trouble. I wrote many different work orders to keep the switching different every time I went to operate the railroad. It can keep me busy for anywhere from ½ hour to several hours at a time.

The purpose of showing these small railroad designs is to point out you don't have to have a large space for a railroad. You can build one of these and have hours of operational fun. Next month I will tackle bedroom sized layout designs.

Pictures From Past Meets

By Joe Whinnery

Ken Mosny teaching soldering skills.





Ron Johnson teaching scenery making skills.



Ken Peterson demonstrating static grass applications.



Marty Hendrickx demonstrating car tune-up techniques.



Maintenance of Way Contest Entries



Pictures From the Train Show and Sale By Joe Whinnery



A door prize winner at the Show.



Something for all at the Show.



Best layout display of the Show.



May 18-22, 2022



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

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\$25 Family Registration
Includes 70+ Clinics
Layout Tours
Operating Sessions
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Four Full Days
Three Regions
Two Day Train Show
One Convention
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Clinics
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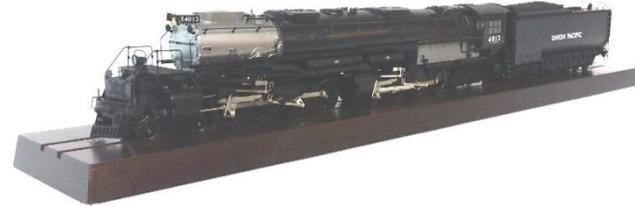


RPM
CONFERENCE



20210506

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)