

FLIMZIE

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



Oct 2022 Volume 56, Number 2

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

2022 BoD & Chairman Directory

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Office Vacancies

Division Publicity Chairman. This person would be responsible for contacting organizations (newspapers, local ad flyers, TV stations public announcements, magazines, etc.) that would publicize our meets, train shows, and other activities. If you are interested in serving in this capacity, contact Marty Hendrickx, 815-978-7326, superintendent@rrvd-nmar.org.

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., Oct 21, 2022, for a Nov 1st publication.

Message From the Superintendent

By Marty Hendrickx

Hello All!

Rock River Valley Division has begun its 2022/23 season of meets and events. Our September meet was our usually "What did I do this summer" and we had several interesting and informative presentations.

Next month we are traveling to the Oregon Train Depot on October 2nd at 1 PM for a presentation by Otto Dick who is the docent at the museum and a tour of the CB&Q Silver View doom car now permanently parked at the museum. The contest will be reused railroad equipment repurposed from its original use. The layout tour will be Mike McBride's Iron Cross layout which is one of the finest layouts in the area and a "must see". This will probably one of the best meets of the year and if you are only going to go to a few meets, this is one you should attend.

RRVD attended the Monroe Train Show at the Stateline Ice Arena in Monroe the last weekend in September to promote NMRA membership. We did sign up new members and have interest from a club in the area. If you have not been an NMRA member, the \$19.95 Rail Pass membership is a great way to get introduced to the NMRA. It is a 9-month membership.



Our November meet will be at the Church of the Good Shephard on the 6th and December will be at the Paulson Museum in Argyle.

Train Fest is the second weekend in November in Milwaukee. RRVD will not be having a bus this year as the cost of charter buses and availability plus the entry fee for Train Fest have all increased dramatically. The cost for Train

Fest this year is \$19.95 but if you buy your ticket online there is a discount of 20%.

RRVD has set the date for our annual Rock River Valley Train Show as the last weekend in March, the 25th and 26th. It will be at Harlem High School again and we are optimistic it will be larger with more of everything: vendors, layouts, historical societies, and museum groups. We will be letting you know more details as we get closer to the date but be sure to mark this weekend on your calendar. Table rentals have already started. Rentals and locations are first come first served. Contact Ken Mosny at asstsuperintendent@rrvd-nmra.com to get your tables rented early.

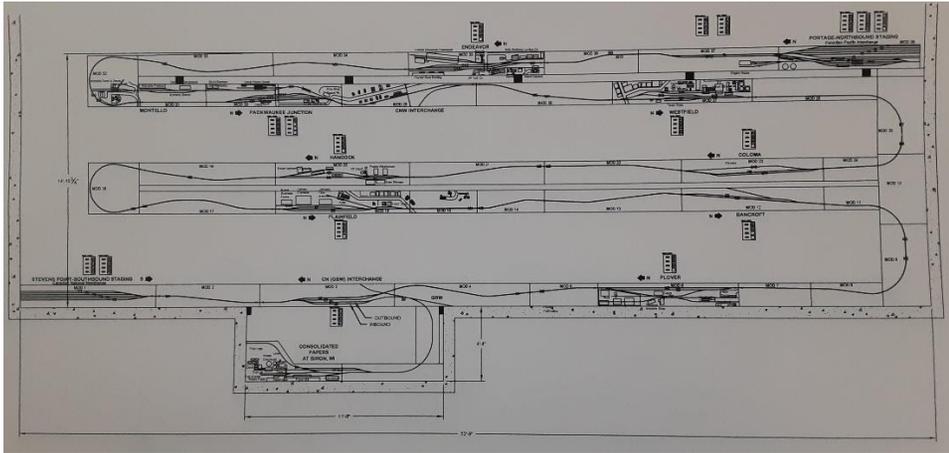
The Layout Design Column

By Ken Peterson

This month I will discuss the Final Design Phase of the **Plainfield Lines** design. This will be where the track details are finalized. The schematic determined which towns were used. This phase fills in all the spurs and sidings. The industries are determined and on the spurs.

Final Design Phase

I will use pictures, maps and schematics of the layout to describe the final design. Below is the map of the overall design. A train leaving Portage (upper righthand corner) moves northbound. Facing the layout, moving right is northbound, and moving left is southbound. It snakes it way around to Stevens Point in the lower lefthand corner.



Plainfield Lines Map

The first town encountered is Endeavor, WI. See the following map.

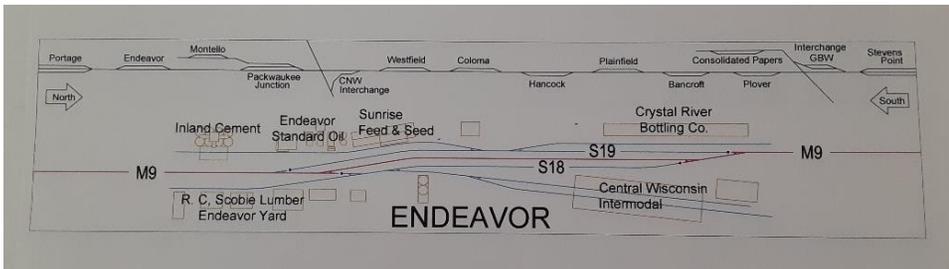


Photo of Endeavor Map

Endeavor has five industries: Inland Cement, Endeavor Standard Oil, Sunrise Feed and Seed, Crystal River Bottling, R.C. Scobie Lumber Yard, and Central Wisconsin Intermodal.

The following “drone” photos shows views of the Endeavor yard. There are three tracks. The center track is the main through town. On either side are two sidings that are used to access the industrial spurs, run arounds for switching moves, or be used for temporary OFF-SPOT cars. During the harvest season when there is high demand for grain cars and insulated box/reefers for produce, the sidings also function as storage tracks for the cars waiting to be loaded.

The first **(Photo 1)** is from the southside of Endeavor looking north. On the left is Inland Cement. It receives only 2-bay covered hoppers. On the right is the R.C. Scobie Lumber Yard. A better view of the lumber yard is **(Photo2)**. It receives center beam flat cars of prebuilt trusses, box cars of lumber and

building supplies, and bulkhead flat cars of lumber and plywood. Endeavor Standard Oil **(Photo 3)** has two spots, one for a boxcar receiving boxed petroleum products and one for tank cars delivering oil and gasoline products. In the back right of the photo is Sunrise Feed and Seed. It receives covered hoppers of seed products as well as boxcars with bagged feed blends. The Central Wisconsin Intermodal Yard **(Photo 4)** ships out four to eight well cars of shipping containers once a week. Only a dedicated intermodal train stops here. In the upper right of the photo is Crystal River Bottling Co. It receives corn syrup in tank cars, covered hoppers with plastic pellets for blow molding bottles, boxcars with paper and cardboard packaging materials, hoppers of coal for the boilers, and ships out bottled drink products in boxcars and insulated boxcars. The final view **(Photo 5)** of Endeavor shows the north end of the yard.



Photo 1



Photo 2



Photo 4



Photo 3



Photo 5

One of my goals with my layout design is to have long stretches of railroad between towns. **(Photo 6)** shows part of the stretch between Endeavor and Packwaukee Junction. There are eight train lengths of open track between these towns. This provides me a sense of the trains going somewhere.



Photo 6

The following photos show items I added to the fascia to aid operators. A map

(Photo 7) that shows the main line in magenta, sidings in blue, the electrical block numbers, and the industries to be served. Across the top is a schematic of the whole layout to show the relationship of the towns to each other. I created a car card support rack out of some milled door/window trim **(Photo 8)**. I use it to sort cards and keep them off the layout when switching the town.

The typical SPOT, OFF SPOT, HOLD and PICKUP car card holders **(Photo 9)** are used to keep track of the status of cars spotted at industries in town. Normally when I reach a town, the car cards for the cars to be spotted from the train are put in the SPOT box. Then I remove all the car cards in the PICKUP box, locate and pull the cars, shove them to the back of the train and couple them on. Any cars that are OFF SPOT are then moved to their spots. Cars that are still loading are left in place and their cards are left in the

HOLD box. And finally, I spot the cars from the SPOT box. By doing these operations in order, I clean up the cards after each step and never have a lot of car cards spread out on the car card support rack (and never on the layout). Another benefit of following this procedure is when I am interrupted by "someone upstairs", I can simply leave and pick it up from where I left off when I can return.

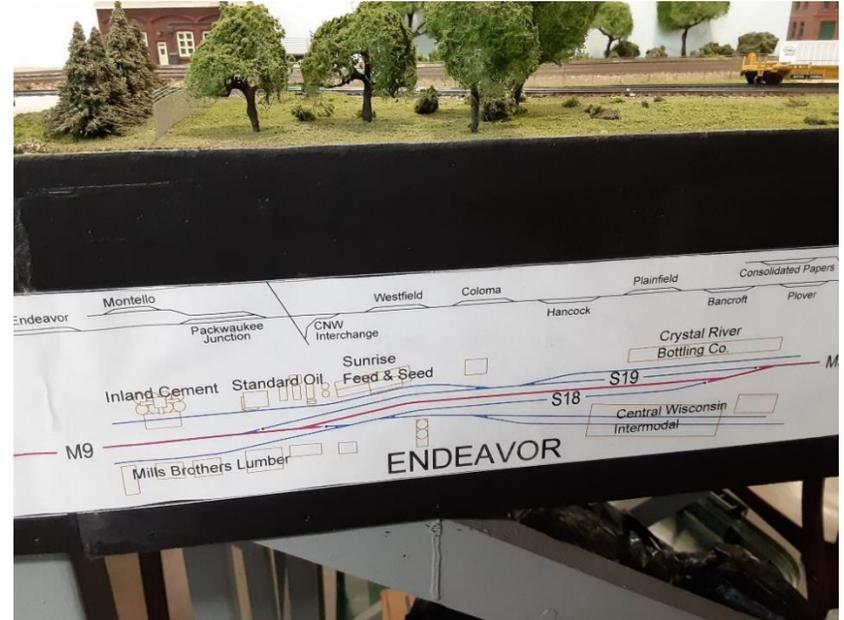


Photo 7



Photo 8

I am now experimenting with handwritten switch lists. I grab the stack of car cards at the beginning of a run and write the needed information on the list. Then as I stop at each town to be serviced, I write down the cars to be picked up as I pick them up. I sometimes make note of cars that have to be off spotted temporarily during switching moves. I cross off the cars to be spotted as they are spotted and move on to the next town. I am not sure if this is the best way or not. All the writing that is involved seems like a lot more work than using the car cards. Some people use complicated programs to generate switch lists. That is not for me.

Next month I will show the Packwaukee Junction and Montello Branch track arrangements and how they function in the layout design.

Making a Silk Purse – Part 6

The Boiler and Frame Kit Bashing

By Ken Mosny

Before we get started modeling the boiler for this late nineteenth century 0-6-0, a brief history of boiler design is in order. From their invention in the early 1800's, locomotives, like all industrial machinery, increasingly became larger and more powerful. More power means more steam and, of course, a larger fire to make it. The basic determining factor of the size of the fire is the flat area of the grates supporting the fuel. Throughout the 1800's, except for the specialized wide Wooten firebox used in anthracite locomotives, the firebox was generally made to fit between the drivers of the locomotive with the ash pan between the frame rails. These are called narrow firebox locomotives.



Photo 9

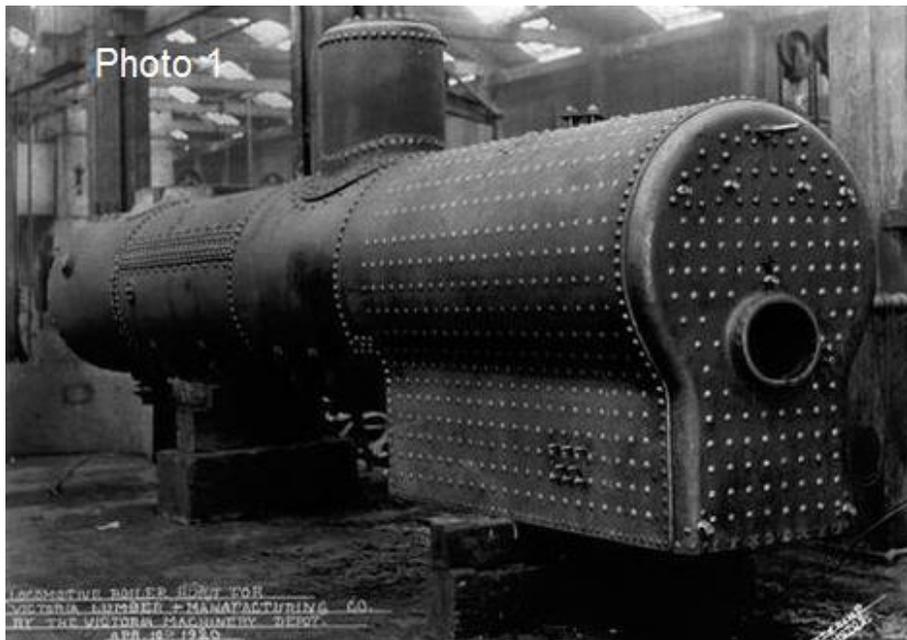


Photo 1 shows how the firebox narrows under the round boiler so it can fit between the drivers. As the demands for power increased, the only choice for increasing the grate area was to abandon this arrangement and make the firebox wider by raising it above the drivers, **photo 2**.



The transition from narrow to wide fireboxes started about 1900. First, the design was applied only to more powerful mainline locomotives but then later to practically all steam locomotives. Since this 0-6-0 is a late nineteenth century model, it will have a narrow firebox boiler.

Locomotives with narrow fireboxes present a problem for models while locomotives with wide fireboxes do not. Wide firebox boilers can be assembled on any size motor that will fit in the boiler. With the narrow firebox, the motor must be small enough to fit between the sides of the firebox. This maximum motor width is about 12mm for HO scale. MDC solved this problem by simply omitting the firebox on their 0-6-0 as was often done on other narrow firebox models, too. That allowed them to use the much larger motor they used with other locomotives they made at the time. MDC improved things a bit on their later "old timer" 2-6-0 and 2-8-0 by molding a crude firebox into the frame and using a narrower motor. It looks OK to the untrained eye. We will make a more convincing firebox for this model.

Let us start by assessing the cab that comes with the MDC 0-6-0. First, it is a steel cab. Nineteenth century wood cabs were often sheathed over with steel plate as they aged beginning in the first decades of the twentieth century to reinforce them and reduce maintenance. But to see a switcher around 1900 with a steel cab would be rare. Worse yet, the cab seems out of proportion. It is very large for a lowly switcher, especially its height. **Photo 3** compares the MDC 0-6-0 steel cab and the MDC old timer wood cab with our reference drawing.

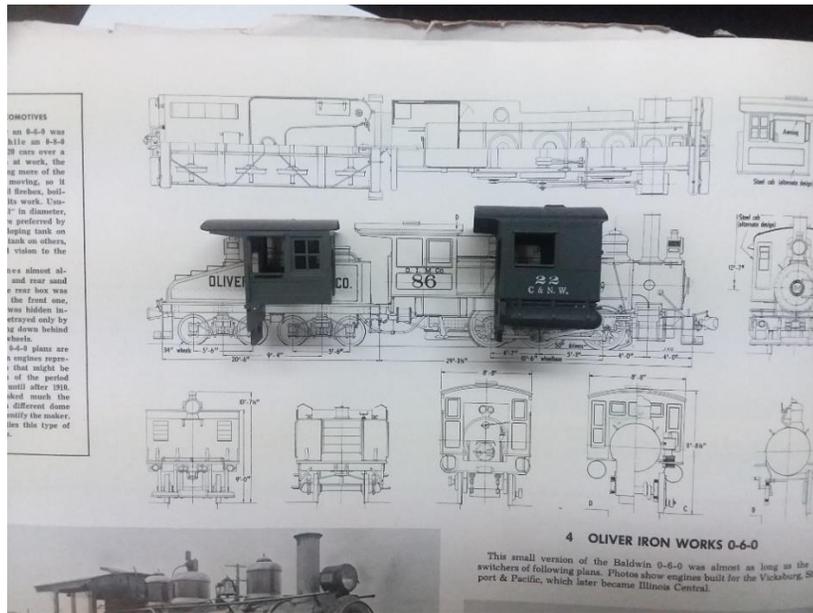


Photo 3

This steel cab has got to go! I chose to replace it with the cab of an MDC old timer from my parts supply. This plastic cab, one of MDC's better efforts, is actually a very good, crisply molded plastic cab. Just replace the molded handrails with wire, and it is good to go. If you can't find one, a Precision Scale 31691 MA & PA cab, virtually the same size but with three side windows, will also do nicely. A cab from styrene sheet and strip would also be a good beginner's scratch building project gaining points toward that merit award. A plus for the MDC old timer cab is that it will fit right on the 0-6-0 boiler only needing the running boards to be extended under the cab, **photo 4**. Substituting a smaller, shorter cab will require the frame to be shortened.



Photo 4

I considered three boiler possibilities for this model, use the existing one, use an MDC old timer from my parts stock, or scratchbuild one. In the end, I chose to scratchbuild it. I considered it the easiest for me because I have a lathe available to turn the boiler tube to the correct size. Let's first consider the first two possibilities that do not require a lathe.

You can use the MDC 0-6-0 boiler with modifications. I did not do this, but I did consider it and here is how I would modify the MDC 0-6-0 boiler. I will describe how to make many detail parts when I describe how to scratchbuild a new boiler. For now, I will keep it brief and just say to make them.

The rounded steel dome covers, although a little modern, don't have to be replaced. They were starting to appear on new locomotives about 1900 especially from Brooks. But to create the late nineteenth century locomotive we are after requires that the electric headlight and dynamo be removed. About 1900 railroads were just beginning to experiment with electric lights. The biggest technological hurdle was the bulbs available at the time were not rugged enough to survive the vibration and movement of a locomotive for any length of time and arc lights were woefully power hungry. It was not until the tungsten filament was invented in 1904 and later perfected that a locomotive electric headlight became practical. So cut off the dynamo and light. A box style oil lamp was chosen, although there were round styles, too. Box oil headlight castings are available from Precision Scale or Cary, or you

can make one from a block of styrene. I chose to model and 3d print a replica that the PRR used in the late1800's.

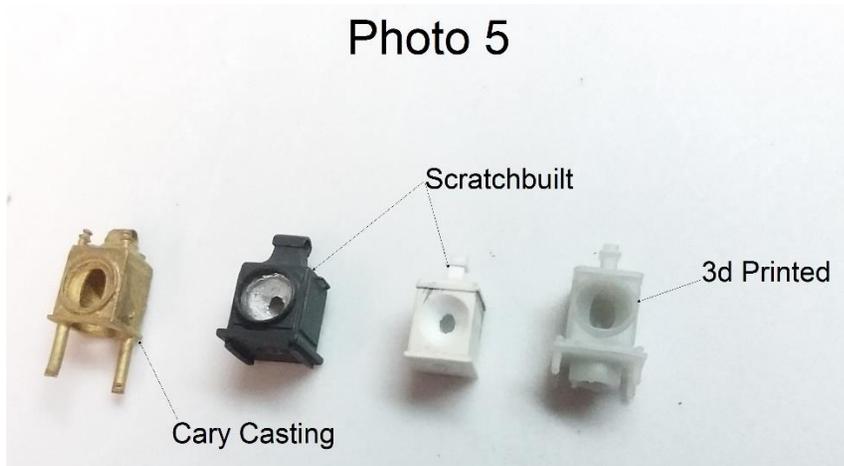


Photo 5 shows a Cary brass casting, two scratch built ones, and my 3d printed one. The scratch-built ones are a carved blocks of styrene drilled for the reflector and up from the bottom for a Minitronics bulb. Bits of sheet styrene are used for the base, chimney, and sides with a slice of brass tube for the lens ring and wire handles. A butyrate disc is punched for the glass. You could use an MV lens if not illuminated, but the glass on these old lamps was often flat, not a lens. The extended smokebox on this model would have the headlight sitting on top of the smokebox. A bracket placing the headlight out in front of the smokebox was used only on the short smokeboxes of wood burning locomotives where there was not room in front of the stack to place the headlight on top of the smokebox.

Photo 6



To finish off the installation, drill a hole in the smokebox and glue in a Minitronics bulb, **photo 6**. I usually just drill the headlight to closely fit the bulb, slide it over the bulb and secure it with a tiny dab of E6000 which allows me to easily remove the headlight to replace a burned-out bulb if I must, but keeps the headlight from falling off.

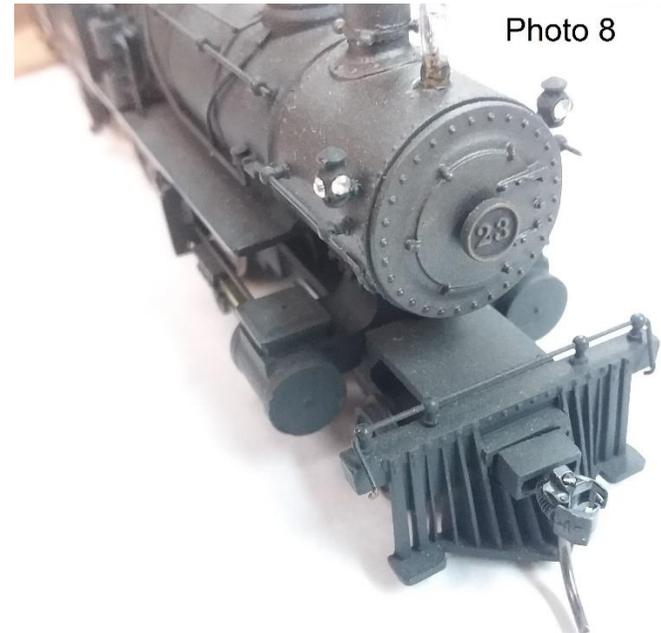
The short, straight stack on this boiler is in period. Do not use a diamond or balloon stack found on wood burning locomotives. This locomotive is a coal burner.

This boiler also lacks bands. Some boilers did not have them, but this was the exception rather than the rule. Bands were straps of steel a few inches wide that girted the boiler over the joints of the jacket. You can add them easily with strips of 0.010" x 0.030" styrene or even file card paper. The lack of bands is even a plus. The cast on piping is rather crude by today's standards. It also represents modern injectors. The hardest part about using this boiler is that the piping should be scraped off which is not easy. The scraping would also damage bands, if present, and likely they would have to be scraped off, too, doubling the effort. At that point, it would become easier for me to make a new boiler from scratch. If I were using this boiler, however, I would probably just live with the piping because most viewers wouldn't notice the inaccuracy anyway. Even some contest judges don't know nineteenth century detailing because we all see so many photos of modernized nineteenth century locomotives.

A feature of the supplied MDC smokebox front is that it has holes for a handrail. I have looked at many pre-1900 photos of smokebox fronts and rarely see these handrails so the holes will have to be filled. Universal smokebox handrails were a result of the yet to be 1911 safety appliance act. Also, it has a lot of nuts around the rim, about twice as many as normal, **photo 7**.



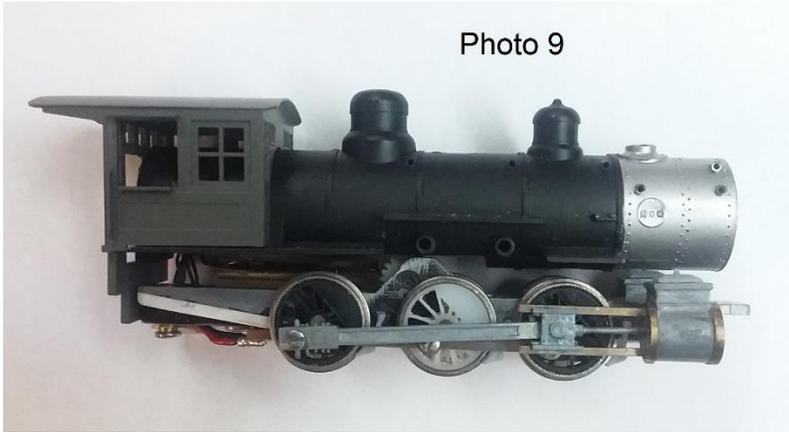
You will have to decide if it is worth the trouble to scrape every other nut dimple off. Some of the MDC fronts were diecast, not plastic, so removing dimples on those would be very difficult. Unfortunately, I don't know of any 65" diameter castings that can be purchased to replace it.



The closest are Precision Scale 62" 31678 or 31681. **Photo 8** shows a Precision Scale 62" on one of my MDC old timers also having a 65" diameter smokebox like this one and it looks OK. Of course, you could also scratchbuild a front of the correct diameter. I chose to 3D print one with the correct diameter.

Finally, finish by replacing the bell and whistle. Add the missing pop valves. Cary makes a 13-164 small locomotive detailing set that has these parts, or you can get them separately. Also add sand pipes from 0.022" wire, a decent air pump casting, air tanks under the cab, water pipes under the cab and sander control rods.

Photo 9



The second boiler option is to use an MDC old timer boiler from a 2-6-0 or 2-8-0 kit. **Photo 9** shows a mockup up of this option with its cab. The cab is shown moved back slightly so a little length must be added to the running boards. This makes more room for another sand dome in front of the cab. A plus is that MDC did not mold any piping on the boiler, so you don't have to scrape it off. The 0-6-0 frame will have to be shortened for his boiler.

The old timer kits from MDC actually had a modernized look to the boiler. If you build one of these kits as "old" version, you really end up with a hodgepodge of old and modern features, so the bulk of these modifications are to remove the modern look. Switchers spent as much of their life in reverse as forward constantly starting so they usually, but not always, had two sand domes. The first modification is adding a second sand dome in front of the cab. There is not much room for it, but the cab can be moved back. Finding a matching dome is a problem without a junk boiler to donate a dome. I have seen photos of mismatched domes on locomotives. Presumably, one was damaged and replaced with whatever was found suitable in the scrap line. That could be the rationale for mismatched domes. Not all switchers had a rear sand dome so you could just go with one.

The smokebox front that MDC molded into this old timer boiler looks awful in my opinion. You can file it off and consider the same options as for the original boiler using the 0-6-0, the undersized Precision Scale casting, or make your own. Don't forget to plug those pesky handrail holes in the front. Also awful are the molded horizontal handrail stanchion tubes down the side of the boiler, **Photo 10**.

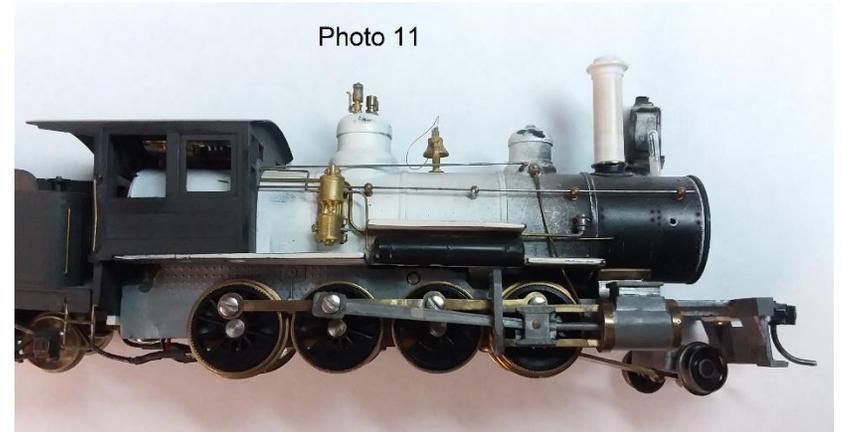
Photo 10



These are a nod to reducing the cost of molding these into the boiler usually only found on cheap toys. I always scrape them off, fill the holes, and redrill the boiler for radially oriented stanchions.

The left side of the old timer boiler has a gap in the running board for a double air pump and the right side is raised for an air tank, **Photo 11**.

Photo 11



Patch in a square of styrene on the left to narrow the air pump gap to one sized for a single-phase pump. You could leave the air tank on the right where it is. They were starting to be located there as tanks got larger about

1900. If you don't like this location of the tank, cut the running board off and make a new one from 0.040" styrene sheet relocating a smaller tank under the cab. I have patched the raised board gap with styrene. It is easier to fit an entire new running board. Note that the molded air tank under the running board that comes with the old timer is a modern tank with convex ends. In 1900 they would be concave riveted ends. You can drill the ends of the MDC tank concave and add rivet decals if you want to use it.

The rest of the upgrades are the same as for the original boiler. Mount new bell, whistle, valves, and water pipe from the tender. Add sand pipes, sander control rods and boiler feed pipes with check valves.

There is a third option for an essentially ready to use boiler for this model. Athearn has released a new incarnation of the MDC old timer now made in China for Horizon Hobby sporting a 4-4-0, 2-6-0 or 2-8-0 chassis. It has a very nice late nineteenth century boiler. I have yet to come across a junk box find of this boiler or entire locomotive, but if you do see one, buy it for me. The handrails are correct, and you won't have to patch and replace running boards. All it needs are some decent fine details. It will look great on an 0-6-0 without a lot of work.

Comparing the frame of MDC 0-6-0 with the reference drawing, it is too long. Previously mentioned is shortening the frame. Now is the time to do it. There are also some other details on the frame needing upgrades. Now that we have spent all the time to make it operate perfectly, disassemble the mechanism down to the bare frame to start the frame modifications.

I think the combination of the large motor and large cab to hide it resulted in a rather long frame for the MDC 0-6-0. Had the original motor been smaller the proportions would have been better. The motors most manufacturers used at the time were fine for modern steam, but struggled to fit in small, narrow firebox nineteenth century locomotives. MDC was not alone in this fault. Some Mantua-Tyco and other locomotives suffered from the same large cabs to hide the motor. Of course, the Japanese brass just occasionally ignored the problem and let the motor protrude out the back of the cab. I guess no one was supposed to notice.

Using the chosen boiler and cab, determine where to cut the frame. Mine is 3.43" long from the cylinder mounting screw hole.

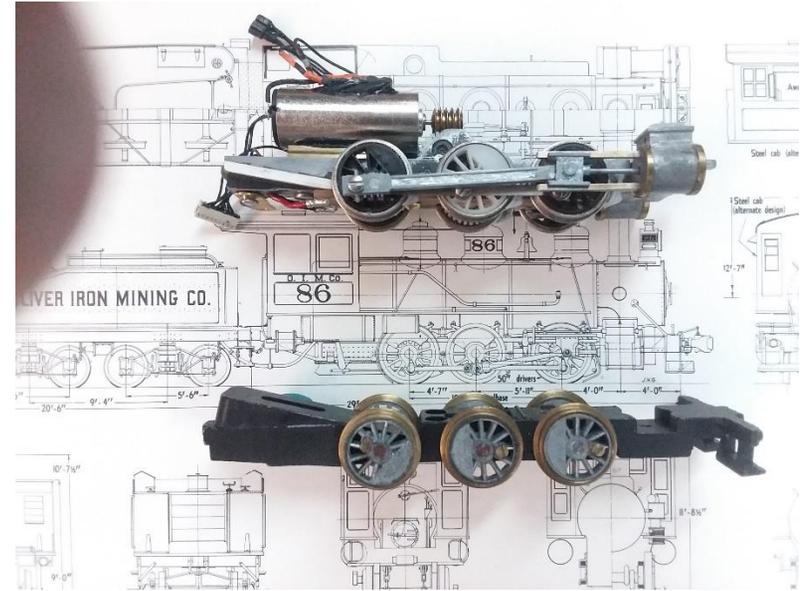


Photo 12

Photo 12 shows my frame and the original frame on the drawing. The photo is distorted, but the cut frame is the same length as the drawing. Cut the frame with a hacksaw and file or mill the end square. Since this removes the cast key on the end that engages the hole in the cab, a new mounting method will be needed. You will need to wait until the boiler is fitted to determine the exact height of the new key, but here is what is required. I milled a pocket in the back of the frame, made another key from a piece of brass, and epoxied it in place, **Photo 13**.



Photo 13

If you lack a means to mill a pocket, you could drill two holes in the frame and use 0.125" diameter pins to replace the key. You could also fill in the hole in the cab with a styrene patch. Then, drill and tap for a couple of screws. It seems there are two kinds of MDC cabs, cabs that are cracked in the back, and cabs that haven't cracked, yet. Simply trying to glue the crack as a repair rarely succeeds for long. I repair a cracked cab by cutting off the bottom, gluing on a styrene bar and gluing on a reinforcement, **Photo 14**.

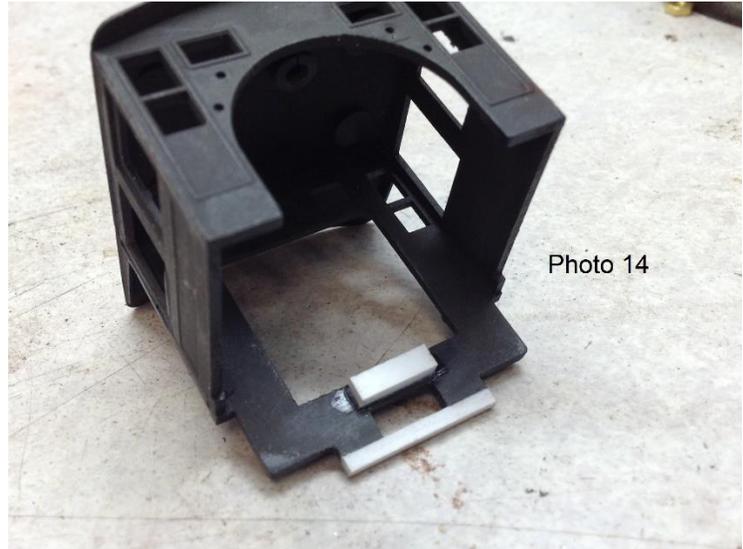


Photo 14

It is a good idea to glue a r'nforing bar on a new cab before it cracks.

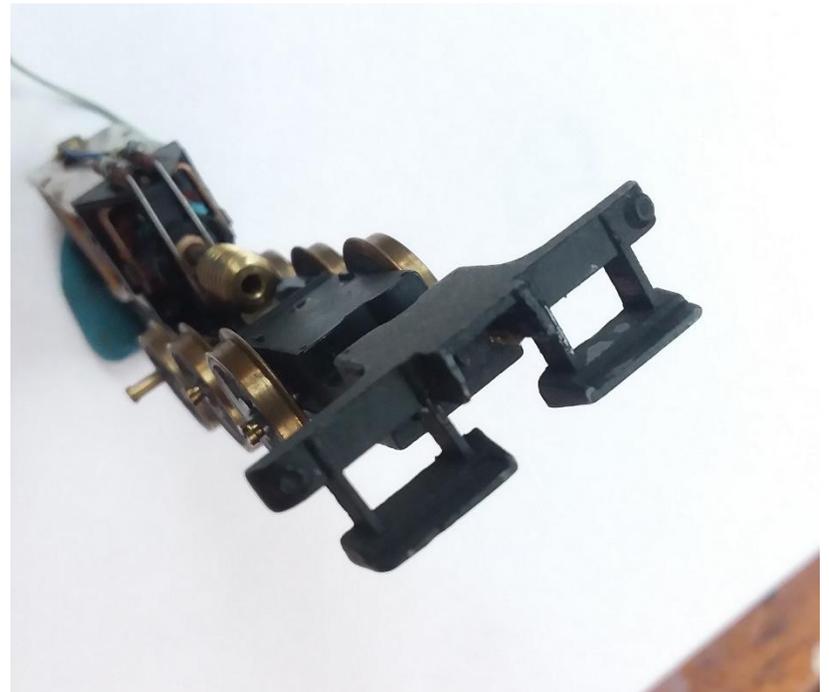


Photo 15

The pilot of this frame has rather crude steps, **Photo 15**. They are thick with visible draft angles. The vertical bars are very deep. The pilot beam is OK, it even has poling pockets on the ends. You can file the steps and bars thinner, but they will become very fragile. If you want to replace just the steps, fabricating and soldering new ones from brass is a one approach.

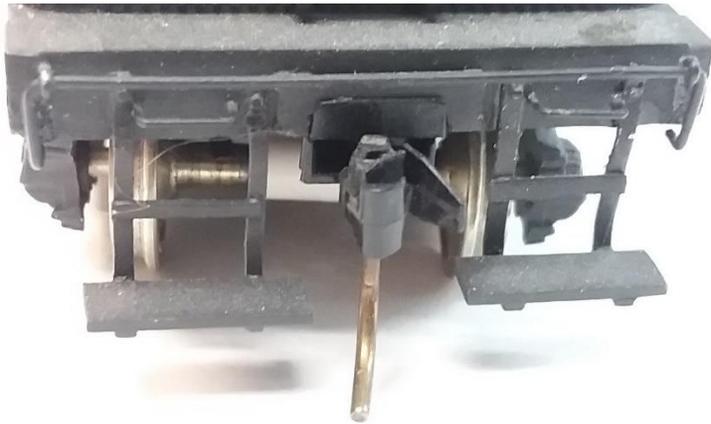


Photo 16

Photo 16 shows tender steps done that way. The flat bar steps need a pin to secure them. See my Bits and Pieces handout on how to do this [\[click here\]](#). You can also buy Delrin steps #818X-00N01 from the Bachmann website parts store, **Photo 17**.

Photo 17



These steps have molded pins on the back to press into holes drilled in the pilot beam. I chose to replace the entire pilot with one that I 3d printed, but castings are also available from Precision Scale such as #3500. I have not browsed the Shapeways store, but they probably have some, too. I 3d printed one resembling a 19th century PRR type fastened with 00-90 screws for easy replacement should the steps get broken, **Photo 18**.

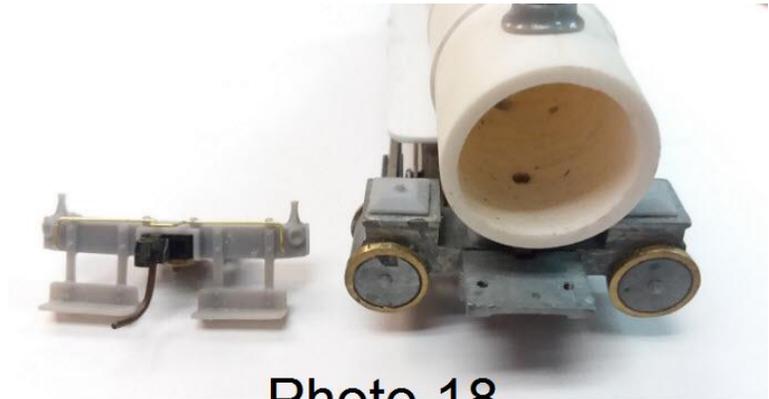


Photo 18



The usual way of adding a coupler lift bar is to use handrail stanchions for the coupler lift bar brackets, **Photo 19**, although these stanchions lack accuracy.



Photo 19

Precision Scale sells various styles of these brackets you can have fun soldering onto the pilot beam with your American Beauty soldering tweezers. I molded these brackets into my 3d printed pilot. A handrail above the coupler lift bar were used in 1900, but they were not common until after the safety appliance act. Side boards on the steps were optional in 1900, but back boards were usually present. Pilot steps were often full width on switchers if you deal with the interference of the coupler glad hand.

What Are Friends For? Chapter 6

Gary D. Loiselle

Up until this point, my focus has been on how we have included “friends” on our model railroads. Let’s put that “train of thought” (pun intended) on the siding and look at “family”.

My wife and I have four children: son Christopher is the oldest, daughters Stacie, Amanda, and Abigail who is the youngest. On my private road name railroad I have four boxcars lettered for the Overland Short Haul & Industrial Transfer Co. The cars are numbered for the kid’s birthdays. Example, daughter Amanda is 093079. **(Photo 1)**



Photo 1

I have also included reminders of the kids with industries such as a meat packing company called Abbyland Sausage. This was easy to do after I saw an Abbyland Sausage semi going down the Interstate and was able to find Abbyland Sausage at the grocery store. The sausage was pretty good and the label made a perfect sign. **(Photo 2)**



Photo 2

My daughter Amanda has had a thing for shoe ever since she could put them on so AMANDA SHOES was a good fit. The water tank on the factory roof is a cap off of some spray can painted black and lettered accordingly. **(Photo 3)**



Photo 3

I do not have son Christopher featured on any industry but, there is some forestry work being done in a couple of places which is the work he's been doing since college. For a number of years, we would make an annual outing to Reeseville, WI. where the VFW would sponsor a tube race down the creek. My wife's father and brother were both members. The racers would navigate the waterway in a farm-tractor tire inner tube. Chris won the event at least three years and came in second a couple of more. I should mention that the race was always started with a vet firing an M-16 rifle.



Photo 4

In **Photo 4** , I'm sure the lead "tuber" in the scene on my model railroad is Christopher. By the way, the "tubes" are O-ring faucet washers. The guy at the hardware store had a funny look on his face when I said what I was going to use them for.

Daughter Stacie is a structural engineer so, again, there is no rail served industry. But there is a (view block) bridge that is under construction. (**Photo 5**)



Photo 5

Of course, it's been under construction for the past 30 years. I'm sure the delay is the result of contractor/labor issues and material shortages and not engineering.

I have not forgotten my wife in this endeavor. Background, my son and I were heading home one day from running an errand when he asked if we could go for something to eat. I said sure, we can go to "Harriet's Diner". After we got in the house, I reminded him that his mother's "Harriet"! Our kitchen IS Harriet's diner. On my layout Harriet's is a recycled passenger car. (**Photo 6**)



Photo 6

I have also added several cabooses behind the diner for overnight or bed and breakfast accommodations. We stayed in Lake Geneva, WI. at a place called the End of the Line for our fifteenth anniversary. All of the “rooms” were actual cabooses. Some were former CNW, ours was Milwaukee Road (room #15). I have heard the name has changed, but the place is still there. If anyone can confirm, please let me know. (It's only been 35 years since we were there.

Staying with the focus on “family”, when we were working on dismantling Charlie Wickhorst's layout and trying to decide what to do with structures and rolling stock, we contacted Rick Frese to see if there was stuff he was interested in. Rick was one of many friends instrumental in getting the new layout up and going. Unfortunately, for us, Rick was in Arizona for the winter. Rick was interested in some locomotives and, more importantly, a specific structure that made the move from the old layout to the new one, AL FRESE COLD STORAGE. (**Photo 7**)



Photo 7

I brought the structure home for safe keeping and made sure it got to Rick when he got back to Illinois. The structure has a new home on Rick's layout and already has rail service. It has joined the Al Frese industrial complex which includes Al Frese and Son Milling (**Photo 8**)



Photo 8

To make the connection to “family”, Al Frese was Rick’s father. He was a model railroader and a real railroader on the CNW.



Photo 9

The “father connection” takes me back to Charlie’s layout. There was a structure as part of a city scene that was called Wickhorst Motors. I asked Carol Wickhorst about it and she explained that Wickhorst Motors was Charlie’s father’s business. At this writing I can tell you that this structure has been moved to the model train display layout at Hobby Town, Inc. on North Alpine Rd. (**Photo 9**)

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)