FLIMZIE

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

Nov 2022 Volume 56, Number 3

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

RRVD Oct. Meet Contest Report

By Gary Loiselle

The October 2022 Meet of the RRVD was held at the train depot in Oregon, Illinois. The June Junket was also at the Depot which led to the Division returning for a Meet with a presentation by the Depot curator.

The contest for our October Meet was **EXTENED SERVICE EQUIPMENT**. As a subject dear to my heart, I honestly did not have anything to do with the focus of the contest. I did, however, have four of the seven entries. And I received 1st and 2nd place votes, and 3rd place with a multiple tie with the other entries.

First place was a **Sanding Facility** **(Photo 1)**. I had to duplicate the base to match how it sits on my layout. **(Photo 2)** The facility is not just a small, covered hopper. I cut the center section out of 4-bay hopper and added the roof from a cannibalized boxcar roof. **(Photo 3)** shows it on my layout.

Second place was **Harriet's Hilltop Diner**. **(Photo 4)** I also had to make a "contest" base. The contest also motivated me to add railings, smokestacks, and some signs that I had in the "round tuit" file. Back on the layout, in the background a string of cabooses (also extended service) are available for overnight guests. **(Photo 5)**

My also-ran entries include a maintenance-of-way flat car **(Photo 6)** and a scratch-built water/tool car. **(Photo 7)**

Unfortunately, no one, including myself, captured any photos of the entries from Ken Mosny, Tom Maladecki and John Mann.

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

Photo 6

Photo 7

Message From the Superintendent

By Marty Hendrickx

Hello All,

It is hard to believe that November is here. The weather is more like the beginning of September rather than November. With all of this warm weather I'm sure a lot of us have not retreated to our layouts or workbenches yet as we enjoy this extended Indian summer. With that being said there is still a lot of model railroading on the horizon. Over the next 60 days or so we will have three train meets, our annual holiday dinner, Trainfest, and the Capron Train Show which RRVD will exhibit at again to say nothing about Thanksgiving, Christmas and New Year's. If you are into operation, the Rock Rail group has a number of op sessions scheduled between now and Christmas. Wow! You will need to keep your calendar up to date to handle all of this.

We will not be having the Trainfest bus this year, so I would strongly suggest if you are going to get with some of your friends and carpool to keep the cost down. Tickets at the door will $19.95 but if you buy them online and use the code KE20 you will get a 20% discount. Last I heard the parking is still $7.00. If you go to https://www.train-fest.com/exhibitor-area you can find a floor plan and other helpful information on the show. They are advertising it as a 150,000 Sq. Ft. show but it does appear to be a little smaller than previous shows.

Our December meet will be at Paulson Museum in Argyle instead of the Church of the Good Shepherd. It will be a regular meet but since it is December if anyone wants to bring any holiday treats to share, they will be welcome. We will still have the regular coffee and donuts. I do need to put a plug in for our coffee and donut service. It has been self-supporting but like most things the cost have been going up so I would ask you to contribute more than the usual dollar especially if you see two donuts with your name on it. For the meet we will be having our RR trivia that was a fixture on the Trainfest bus. I will be doing a presentation on Blunami which if you haven't heard anything about or have and are wondering what it is about, you will want to attend to find out. It has the potential to revolutionize how we operate our trains. After the meet will be visiting the KD Line layout located in the museum. The guys in the club have been working very diligently and the layout is about 90% operational and scenic.

I would encourage everyone to contact John Mann to let him know you will be attending our annual holiday dinner. This is a "no cost" benefit to all members and it is a great opportunity to socialize with you r fellow model railroaders. Wives, significant others and friends are also invited but there is a modest cost for their meal.

If you are thinking about buying a table at RRVD's Rock River Valley Train Show, please contact Ken Mosny. Members get a 50% discount on the first table and every table after that is $30.00 it will be the last weekend in March. The show committee is hard at work to make this year's show bigger and better than last years. We are always looking for volunteers to help with the show. Currently we are in immediate need for someone to take over the marketing/promotion of the show. If you feel like this is something you would like to do, please contact me.

Well that it for now. I hope to see as many of our members at our upcoming meets and events in the next several months.

The Layout Design Column

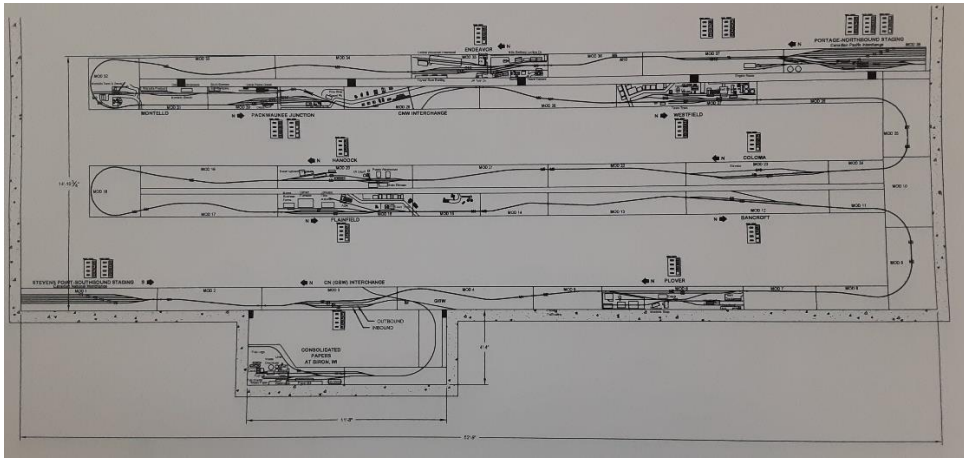
By Ken Peterson

This month I will continue to discuss the Final Design Phase of the **Plainfield Lines** design. The completed schematic shows which towns were used. This phase will fill in all the spurs, sidings and finalize the track details. The industries were picked and shows where they are located on the spurs.

Preliminary operations were worked out. The basic loads in and out, movement of empties, and the quantity of cars per week were estimated. This part is still on-going. I started operations with too many cars on the layout. It created real problems for some of the trains. They start out as 8 – 10 car trains but come back as 20 car trains. Some stations took a long time to switch out. It is a fun problem to work out. I “thin the herd” by removing some cars from each town. Then I operate for a while to see if I have reached a better balance of cars on the layout. I built the layout for me to operate, so solving the balance problem is really fun, not work.

Final Design Phase

I will use photos, 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. The train snakes its way around the room and terminates at the Stevens Point staging yard in the lower lefthand corner of the map. (the layout is roughly 52ft x 15ft plus the paper mill branch in the alcove at the bottom of the map)



Plainfield Lines Map

After leaving Endeavor northbound, the next station encountered is Packwaukee Junction, WI, the short branch to Montello and the interchange with the **CNW** (UP). See the following map. The lower map shows Packwaukee Junction. The mainline is in pink and the sidings and branch line are in blue. The small yard is primarily used by the **Plainfield Lines** (PL) as storage of empty cars waiting for assignment for loading at various online industries. Empty covered grain hoppers, empty pulpwood gondolas and pulpwood bulkhead flats are the most common cars stored there. It is also used for Off Spot cars for the Montello Branch. Sometimes cars are Off Spot for other locations on the line.

The top map shows the branch line to Montello. The branch serves the Pine River Gravel Pit, Great Plains Gravel, Blum Brothers Box Co., Delicious Dehydrators, Worzella Produce, and Montello Sand and Gravel. The PL RR sand and oil facilities for servicing locomotives was removed by the railroad when a new facility was built at the yard in Portage.

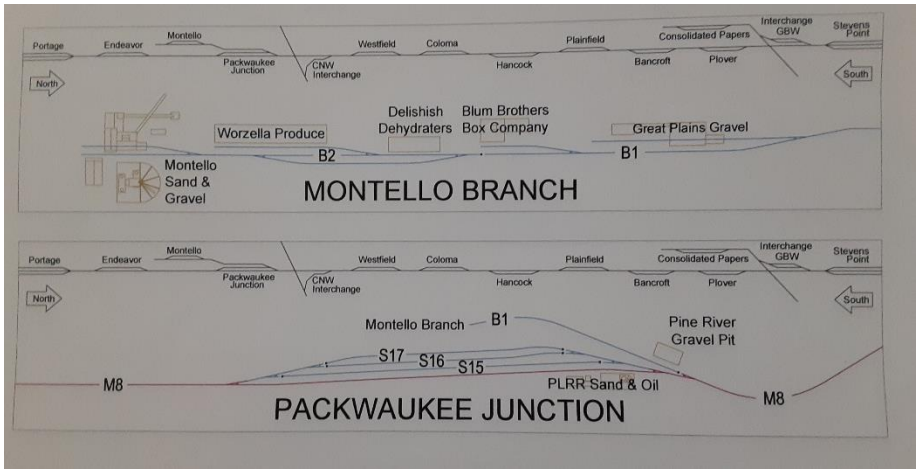


Photo of Packwaukee Junction and Montello Branch Map

The following photos were shot with my new drone. I am still learning how to get the best photos with it.

In the photos you can see all the ground throw handles are painted green for normal (not straight and diverging) and red for reverse. On my layout I have several turnouts where normal is through the curved side of the turnout.

Standard operating procedure is for the engineer to call out the position of the turnout ahead and for the conductor to verify it. You cannot walk ahead of the train and throw turnouts before the train arrives. If the turnout must be thrown, the engine must come to a stop at the turnout to let the conductor off, walk to the turnout, unlock it and throw it (I allow about ten seconds). I use figures to represent brakemen and conductors. They are glued to clear plastic bases so they can be placed on the layout where they would be when switching cars. This forces me to carefully plan switching moves so I don’t have to do unnecessary moves to pick up the crew left at the back of the train. At times I arrive at the next stop and have go back to the last town because I left the brakeman standing alongside the track. That really adds to the operations time. You only do that a few times.

Photo 1

Photo 1 shows the drones view of the south end of the Packwaukee Junction Yard looking north.

The ties painted white indicate the clearance point near the turnout. This is as close to the diverging track you can spot a car without side-swiping a car on the other route.

Photo 2

Photo 2 shows the north end of the yard looking south. The track on the right is the Montello Branch.

Photo 3 shows Pine River Gravel at the beginning of the Montello Branch. It is the oldest gravel pit in the area. It is beginning to wind down rail shipments, as it only ships one to two 2-bay hoppers of gravel per week.

Photo 4 shows Great Plains Gravel. This gravel operation is more prosperous and ships three to five hoppers of gravel every other day.

Photo 5 shows Blum Brothers Box Co. It receives rolls of cardboard, 55-gallon drums of glue, boxes full of bottles of ink, and a hopper of coal. It ships out pallets of cardboard boxes.

Photo 6 shows De-Lish-Us Dehydrators. They receive produce from California in reefers. They ship their packaged product by truck.

Photo 3

Photo 4

Photo 5

Photo 6

Photo 7

Photo 7 shows Worzella Produce. It receives by truck primarily potatoes and cucumbers from the large farms in the Plainfield area.

The produce is cleaned and packaged, then shipped it out in insulated box cars and reefers. Because it is a cold storage warehouse it can ship out product beyond the fall harvest period.

Photo 8 shows Montello Sand and Gravel at the end of the Montello branch. This ships train loads of ballast and gravel out weekly. It receives lubricants, conveyor belts, and machine repair and maintenance parts.

Just north of the town of Packwaukee is an interchange with the **CNW** (now **UP)**. The **PL** interchanges three to six cars per week there. See **Photo 9.**

This short stretch of the **Plainfield Lines** can keep an engineer and conductor busy for close to an hour switching out the empties in the **PL** yard, six industries on the branch and the **CNW** interchange.

Next Month, I will show you Westfield, WI with two energy related industries.

Have a great Thanksgiving.

Photo 8

Photo 9

Making a Silk Purse – Part 7

Scratch-Building a Boiler

By Ken Mosny

Before we start to make the boiler, one thought. I have been building models since I could squeeze a tube of glue and scratch building since 12 or so. One thing I have learned is that if you are not happy with something, and you can't fix it, throw it away and start over. You just learned a way how not to make it.

Having considered kit bashing several existing boilers, in the end I decided to scratchbuild one. Unlike tapered shell boilers, this one has a straight shell. That makes it very easy to build. **Photo 1** compares the tapered and straight types. I chose to make the boiler larger than the reference drawing for two reasons. First, the MDC cab was already sized to fit a boiler 67" scale (HO 0.770") in diameter. Second, I decided to cut off and use the smokebox with all its rivet detail from the original MDC 0-6-0 boiler.

Photo 1

Unfortunately, 0.770" diameter plastic tube for the boiler is not to be found. Rummaging through the household plumbing supply produced a length of schedule 40 ½" PVC pipe 0.840" OD x 0.602" ID. I turned the outside diameter of the PVC pipe to 0.770" in my lathe and was off and running. The final wall thickness of about 0.08" was a good fit.

If you don't have the means to turn a tube, 0.750" diameter ABS tube is available. The inside diameter is 0.500" which is a little tight for a motor, but you could hand drill the inside to 0.625" or carve clearance with a Dremel tool as needed. To increase the outside diameter to 0.770", wrap it with 0.010"" thick styrene. Leaving an end unwrapped would make a smokebox of the correct diameter, a plus. To glue the thin styrene in this kind of application, I have used water-based contact cement. Solvents get trapped and keep softening the plastic.

Photo 2

An alternative is to modify the cab to fit a 0.750” tube. This could be done by gluing a thin strip of styrene, 0.010” or 0.015” thick, in the round end of the cab. A plus is that the slightly smaller diameter boiler would fit available smokebox front castings better, but you could not use the too large diameter smokebox salvaged from the MDC 0-6-0. Your choice.

Once the tube is cut to length and the ends made very square, the next step is to establish accurate lines to drill holes for the cab, dome, stack, and other mountings. If these lines are not exactly parallel with the boiler axis, the domes, stack, and cab will not line up. The error will be obvious. Cradle the boiler tube in a vise with smooth, flat top jaws. Using a sharp hard pencil like a 4H drafting pencil, lightly draw a line along the top of a vise jaw resulting in an accurate line parallel to the boiler axis, **photo 2**. You will also need a line on the bottom of the boiler exactly opposite the one on the top. To mark the location of this line, wrap a strip of paper tightly around the tube and tape it. Slice the strip of paper with a hobby knife creating a strip whose length is the circumference of the tube. Fold the strip of paper in half to find the center. Wrap the strip around the tube again lining the cut with the top line. At the center fold on the opposite side, mark the bottom of the tube in two locations, **photo 3**. Pencil a line through these marks for the bottom line. Be as accurate as you can so the boiler is not crooked.

Photo 3

Lay out the holes for the domes, bell and cab screw with a divider and prick punch by twirling a scriber with your fingers. Position and mark the front of the cab location with the pencil. With dividers, transfer the location of the cab screw hole, mark, and center punch as above. If the cab you have does not have a screw boss here, add one with a block of styrene for a plastic cab, tapped brass block soldered for a brass cab, or epoxy a tapped block for a diecast cab. This is a temporary cab mounting which will not be needed later. With a pin vise, drill the dome holes 0.062” (1/16”) diameter for #0 screws and the cab hole 0.093” (3/32”) diameter for a # 2 screw. Start by drilling these holes as just a drill point and observe that they are drilling true to the line. If they aren’t true to the line, while the hole is just a drill point, you can still angle the drill pushing it to the correct location. You will also need to drill access holes in the bottom of the boiler to screw on the domes and cab.

Prepare the domes to mount on the boiler. It is likely that the curvature of the domes will not match the boiler so this will need to be tuned for a good fit. I 3d printed my domes with a relief in the bottom to make it easier to sand this contour, **photo 4**.

Photo 4

Photo 5

Plastic domes can be sanded without this relief, but it is easier with it. As you draw the dome back and forth along the sanding form, **photo 5**, the dome can tend to rock slightly making the center stand proud of the edges leaving a visible gap. Metal domes are even worse because they are harder to sand. If you have a way of making this relief, the better. Drill a 0.156" (5/64") diameter hole in back center of the domes and Tap 0-80 for a metal dome. Mount the domes with #0 sheet metal screws or 0-80 machine screws and observe that they are all straight with the cab. You can enlarge the holes in the boiler to correct the position if they are a little off.

Now, saw the smokebox off the original boiler if you are going to use it. Cut off he headlamp. Cut off the stack, too, if it is to be replaced, and file the top smooth being careful to preserve the rivets. Wrapping the rivets in tape can help to avoid damage caused by a slip of a file. Mount the new stack, if needed, with a #0 sheet metal screw. Check with a square to make sure the end of the smokebox is perpendicular and glue it on to the boiler using CA. Tack glue it first and view it from all angles to be satisfied that the smokebox is straight by sighting with the domes and cab mounted **photo 6**. You can always break a tack glue loose for adjustment if required. Note that in the pictures the boiler has a white smokebox, because I made a second boiler for this locomotive to take the photos. Rivet detail can be created with rivet decals from Archer or Micro Mark on this smokebox. Make sure that everything looks straight, and then, flow CA at the smokebox joint from inside the boiler.

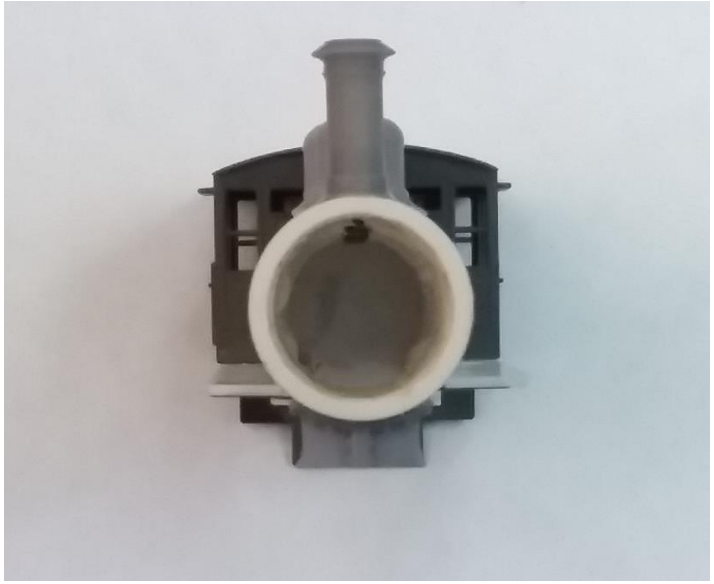


Photo 6

Next, mark a slot centered on the bottom and cut out the bottom of the tube to fit over the motor and gears, **photo 7**. I start with a 0.500" wide slot and widen it if required after the running boards are mounted. Make the slot just big enough to clear the motor and gears. You can file or mill some of the excess metal off the frame to make the gear mounts a little smaller as I did. Mount the boiler with the front screw, make sure the boiler is level with the frame, and the height is to your liking. Mark the location of the rear cab mounting key. Using one of various methods for the cab mounting discussed in the previous article, make a new cab mount for a shortened frame. PVC is tough and difficult to cut by hand. I use a Dremel tool with a toothed cutter for the rough cut and finish with a sanding drum using the lowest speed I can to avoid melting the PVC.

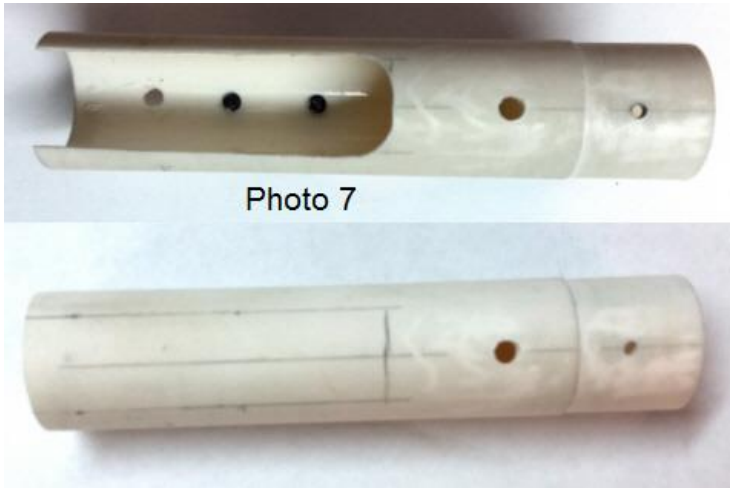


Photo 7

The boiler bands come next. I made these from 0.010” thick by 0.030” wide styrene which is thicker than scale but is visually good. You could make them from 0.005” styrene, file card stock or even paper. Using drafting dividers, transfer locations with light scratch marks on the bottom and top of the boiler. Cut a strip of band material to go around the boiler and tack one end at bottom center with CA. Wrap it tightly around the boiler and using a fingernail, push a dent in the band butting up to the end at the bottom. Tack with CA at that end. For the bands that only go to the motor slot in the bottom of the boiler, I simply fold the ends around the edge of the slot and tack them with CA there. Since only the bottom ends of the bands are glued, slide the upper parts of the bands until they are straight, and then flow water thin CA at the edge of the bands with a forked applicator to permanently attached them. Excess CA can be mopped up by wiping with a tissue.

Note that there is a small tab filler at the bottom back of the MDC old timer cab where it rests on the running boards. With a sharp hobby knife, trim out this tab so your running board will go all the way to the back of the cab, **photo 8**. Remount the boiler to the frame. When you are absolutely satisfied with the fit of the boiler to this point, it is time to make the running boards and mount the cab permanently. Remove the cab and add running board mounting blocks. Glue a square strip of styrene at the inside bottom of the cab sides which will be drilled later for the running board mounting screws. It is important that these be absolutely flush with the bottom of the cab. I usually position the strips a little proud and sand them flush. Cut running boards from 0.030” or 0.040” thick styrene. These strips are as wide as a little proud of the outside of the cab to touching the boiler bands and extend to the smokebox. The shape of these boards varies from uniform width to tapering narrower after about the first band to narrowing without a taper. Unless you have a specific drawing or photo, it is up to you. There is a cutout for the air pump on one side. In 1900, the running boards generally stopped at the smokebox. Remount the cab. Positioning the running boards against the boiler bands, lightly tack glue them to the cab with MEK, **photo 9**. Drill and countersink mounting holes for #0 flat head sheet metal screws in the cab mounting blocks. Drill the 0.045” diameter tap drill through both pieces first, so the holes are aligned, and then countersink the running board, **photo 10**. You may wish to be mindful of any tanks or pipes when positioning the screws if you want to remove the cab later, but usually after all these details are added, the cab is not removed again. Pry the running boards off the cab and screw the cab to the running boards, **photo 11**.

Photo 8

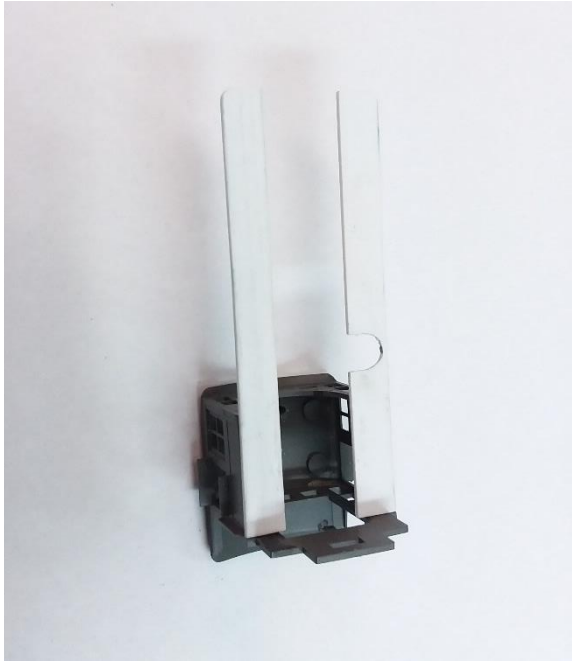


Photo 9

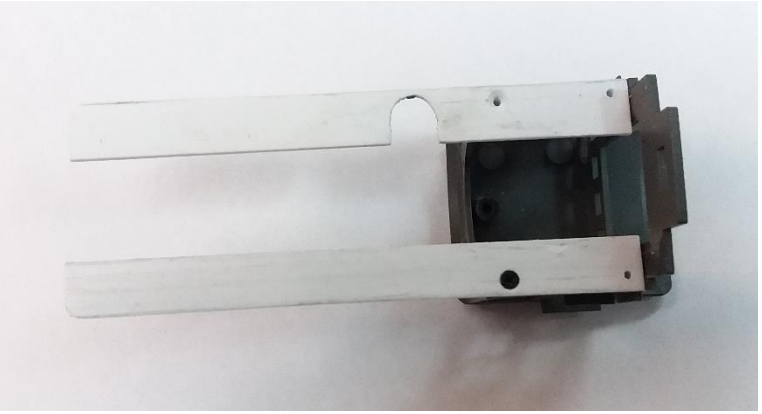


Photo 10

Photo 11

Other than scraping off and replacing the molded handrails with wire, the cab will need a few other modifications. The back of the cab support was altered to look better by filing round notches in it, **photo 12.** The half round notch in the cab mounting slot is to pass the wires to the tender. The hole in the front that passes over the boiler is straight at the bottom and needs to curve around the new boiler. This will require two patches of styrene in the lower front corners, **photo 13**. These need to be sanded carefully for a good fit to the boiler. I used a scrap of slightly undersized turned boiler tube with 320 wet or dry paper glued to it for a sanding form to get the shape correct. You can also make a sanding form by wrapping tape around an undersized rod to increase its diameter to the correct size.

Gluing the running boards to the boiler and getting them straight can be difficult. I have more than once had to do it several times before was satisfied so don't be afraid to rip it apart and try again. Screw the cab and running boards to the boiler. At the seam of the running boards and the boiler under the cab, run a fillet of E6000. I find that thinning a dab of E6000 with a few drops of toluene, about 50/50, on my glue pallet allows it to flow into the joint and self-level, **photo 14**. Note the blue modeling clay in the cab to help get the position just right. I often use clay for positioning parts because it is easy to "mush" the parts around.

Photo 12

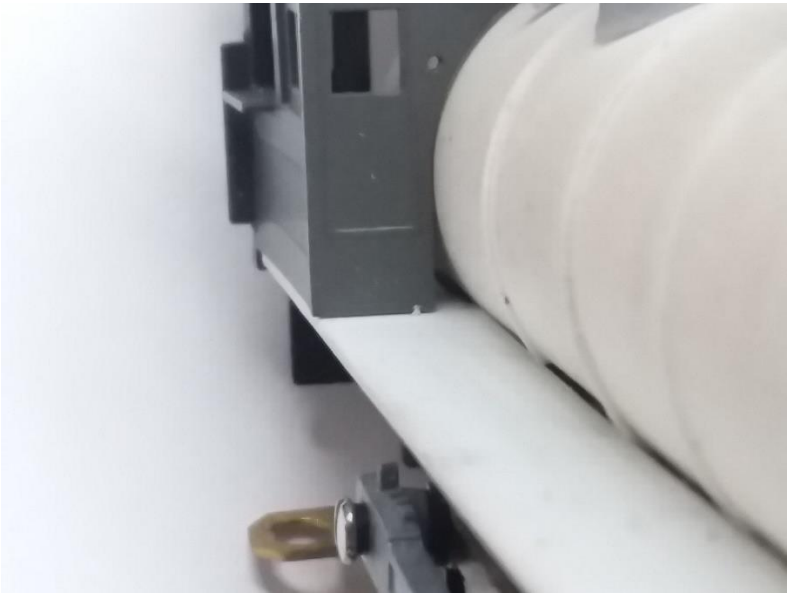


Photo 13

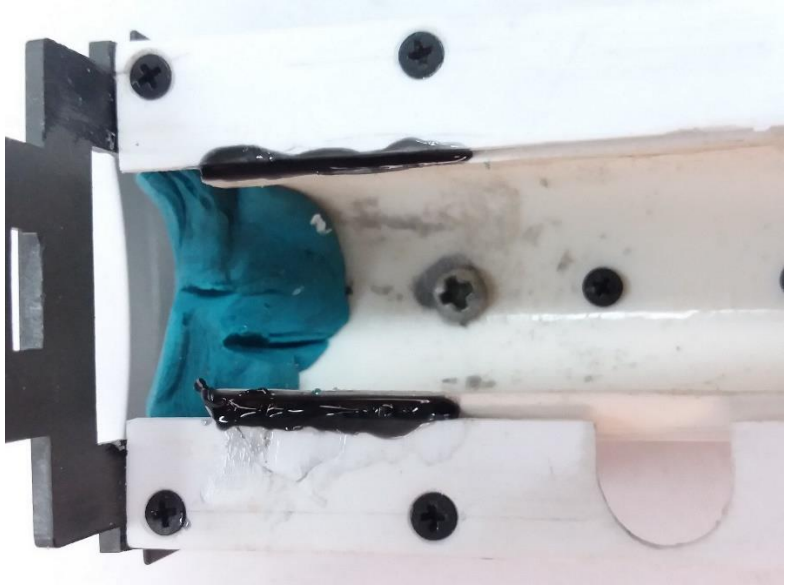


Photo 14

The backhead and cab floor are next. The backhead is 0.040” styrene glued to the back of the boiler with CA and filed with a rounded edge. You can detail the backhead as much as you want, but since it really can’t be seen, I did not detail this one. At the bottom of the backhead it extends 0.500” wide to the frame. Fabricate the cab floor from styrene, **photo 15**, and glue the floor in position to the backhead and running boards, but not the cab. The cab needs to be removable until it is painted inside. The top center floor of the cab should be flush with the top of the rear cab support.3.

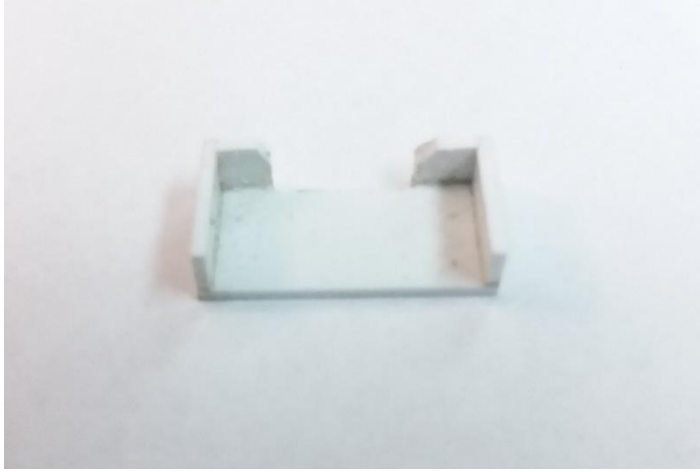


Photo 15

Add the running board support brackets. These are made from 0.020” diameter brass wire flattened on the end. Holes are drilled in the boiler for the round end, the brackets are bent and glued to the running boards and into the holes with water thin CA. See **photo 16**. If a hole position is not to your liking, it can be filled with CA, sanded smooth and drilled again. This flattening procedure is described in my Bits and Pieces clinic, [click here]. At this point, the cab is attached with the mounting screws through the running boards and the temporary screw through the boiler is not needed.

Next month this series will end with the final details being added, the painting, and decaling.

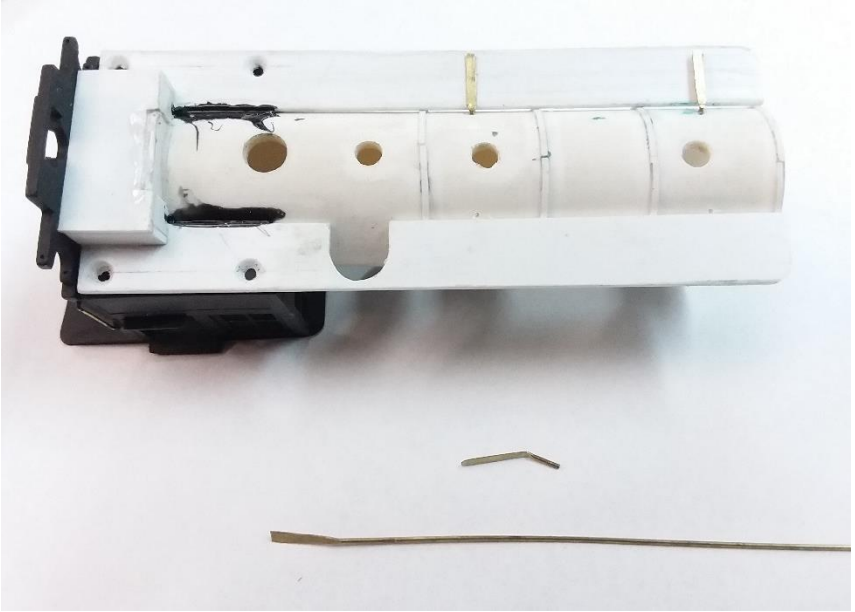


Photo 16

What Are Friends For? Chapter 7

Gary D. Loiselle

In chapter 4 of this project my main focus was our friend Clarence Welte. To recall, Charlie Wickhorst had an industry on his layout named Welte Bridge and Crane, Bob Supinger had Welte Woodcraft, and Bill Lorence (MMR #45) has Welte Lumber and Millwork. Bill also wrote an article published in Model Railroader magazine about his Welte Company (May 1985). I can now add **Welte Oil Company** to my list (**Photo 1**). This industry is on the C & NW Div. of the Buzzard Gulch & Western R.R., Rick Frese, Superintendent.

As I survey my own layout, I have come to realize that I do not have any Welte structures. The problem is, I already have Kruschke Wood Products (**Photo 2**). I thought of maybe a storefront in a city scene (**photo 3**).

No, that is not going to best represent Clarence. Based on his wealth of knowledge, I could call it Welte Historical and Technical Center. I know that Clarence did work several years at the Illinois Railroad Museum. He has experience at moving and repairing buildings, working on rail cars, and laying track. He can also tell you about working there during the filming of several episodes of *THE UNTOUCHABLES* and the movie *A LEAGUE OF THEIR OWN* (Rockford Peaches).

My survey brought me to a Pikestuff building flat near a freight yard and just on the other side of the mainline (**Photo 4**). Step 1, add some doors (**Photo 5**).

Now, just adding doors would be too simple, right? There has to be a story here. In 2013 the NMRA Midwest convention was in Indianapolis. We got to tour the AMTRAK repair facility. My photo collection includes several pictures of Clarence as he surveyed the facility and nice interior photo that fits the bill (**Photo 6**).

I made a paper copy (**Photo 7**) and fit it into a shadow box (**Photo 8**).

The box is only about a ½ inch deep. To add interest, I will tell you that the building was originally Allied Rail Rebuilders (**Photo 9**). Clarence " bought" the building after his inspection and it is now the home of **C.H. Welte Track Maintenance and Repair** (**Photo 10**).

Some of this is made up. . . . but. . . What Are Friends For?

Photo 1

Photo 2

Photo 3

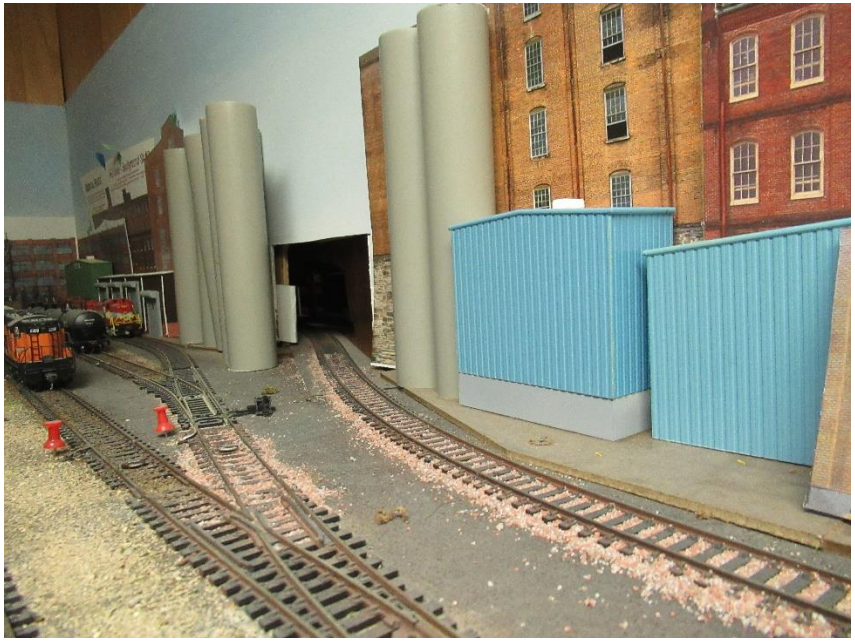


Photo 4

Photo 5

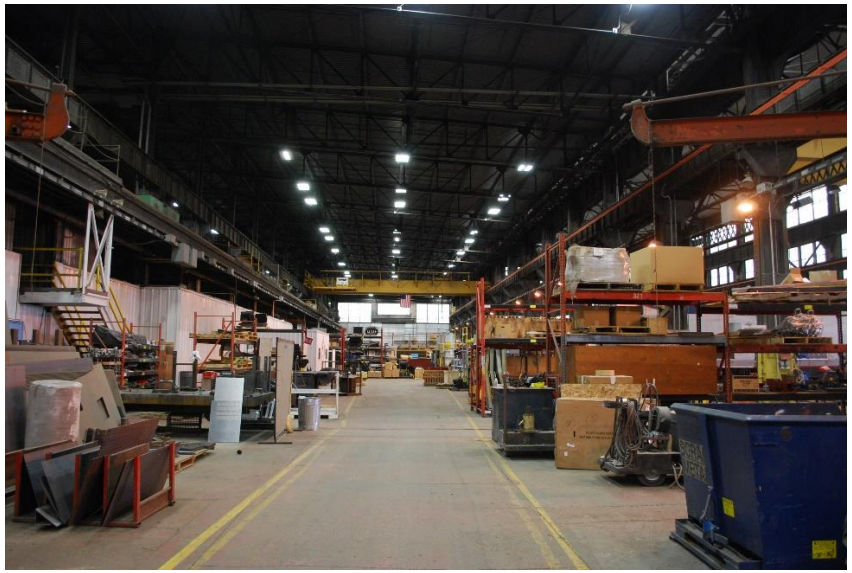


Photo 6

Photo 7

Photo 8

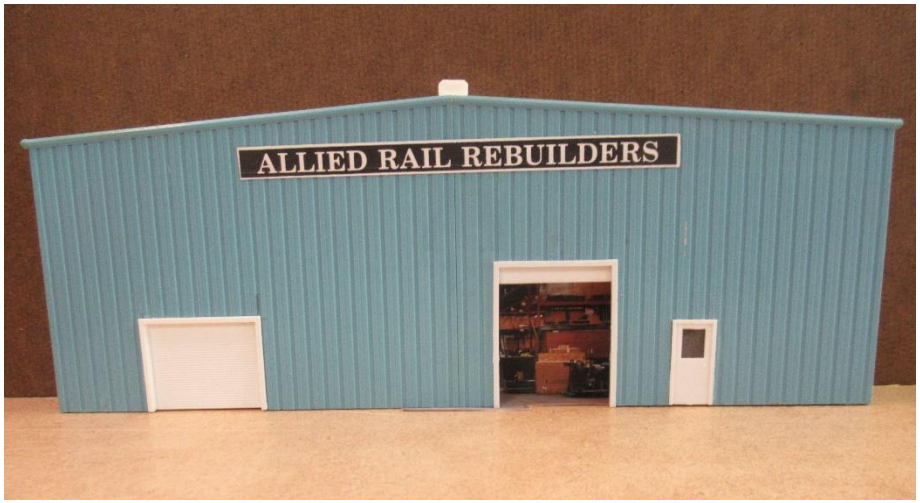


Photo 9

Photo 10

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)