

FLIMZIE

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



October 2024 Volume 58, 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 meetings typically the first Sunday afternoon of each month, September through May. Starting in September, we will be meeting at the **Paulson's Agriculture Museum, 6950 Belvidere Rd, Caledonia, IL 61011**. The meetings consist of various clinics on model railroading, model contests, and drawings for door prizes for NMRA members. All are welcome. The meeting starts at 1:00 PM, and the doors open at 12:30 PM.

2024 BoD & Chairman Directory

Please use the following address to contact the RRVD organization or any of the following officers:

Rock River Valley Division, NMRA
PO Box 2213
Loves Park, IL 61131-2213

<p>Superintendent: Marty Hendrickx 815-978-7326 superintendent@rrvd-nmra.org</p> <p>Paymaster: Myron Peterson ructic@gmail.com</p>	<p>Assistant Superintendent: John Mann asstsuperintendent@rrvd-nmra.com</p> <p>Chief Clerk: Steve Faivre 815-761-5070 smfaivre@gmail.com</p>
<p>Director: Gary Loiselle, MMR 815 / 963-8326 hofreight@gmail.com</p>	<p>Director: Doug Loy 815 / 765-2046 delsclho@yahoo.com</p>
<p>Director: Ken Peterson 779 / 348-2961 poplarken53@gmail.com</p>	<p>Director (Past Superintendent): Ray Dyreson 815 / 335-7046 815 / 494-0205 raydyr@aol.com</p>
<p>Show and Sale Chairman: Doug Loy 815 / 765-2046 delsclho@yahoo.com</p>	<p>Flimzie Editor: Ken Peterson 779 / 348-2961 poplarken53@gmail.com</p>
<p>Membership Chairman: Ken Mosny 815 / 965-4871 kenmosny@gmail.com</p>	<p>Clinics Chairman: Ken Mosny 815 / 965-4871 kenmosny@gmail.com</p> <p>John Mann asstsuperintendent@rrvd-nmra.com</p>
<p>Contest Chairman: Ray Dyreson 815 / 494-0205 raydyr@aol.com</p>	<p>Layout Tours Chairman: Bert Morris 815 / 520-1307 winxx1115@gmail.com</p>
<p>Division Publicity Chairman: Joe Whinnery 815 / 398-8973 phowhin@yahoo.com</p>	<p>Nomination and Election Chairman: Advancement Chairman: Gary Loiselle, MMR 815 / 963-8326 hofreight@gmail.com</p>

Show and Sale Registrar: Ken Mosny 815 / 965-4871 kenmosny@gmail.com	Chief Dispatcher/Facebook: George Stark george-nmra@bombadil.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., Jan 21, 2024, for a Feb 1st, 2024, publication.

From the Editor **By Ken Peterson**

Friends of the Flimzie, I need to point out that this publication is for you and by you. All the articles that appear here are written by members of the RRVD. If you don't submit articles for publishing, there is no content. When I took over as the editor, I wanted to change the Flimzie from a quarterly publication to a monthly one. Without articles from you, I may have to switch the Flimzie back to quarterly, or even just occasionally, based on when I get content. This will be completely up to you.

A Big Crowd for a Big Boy **By Joe Whinnery**

What a crowd in Rochelle! I saw traffic was backed up on the railroad overpass in Rochelle and thought it will be a packed house, no place to park anywhere. The Chamber of Commerce website said, "shuttle service", but I did not see packed parking lots. I did not read the fine print. Shuttle service for local shops, not to Global 3. I parked at the Railroad Park and walked to Global 3, along with seemly hundreds.

Walking, I beat some cars that were in line to drive the 3 miles. My back was killing me. I knew the area would be filled with phone cameras in the air, and selfies everywhere. I thought I would not get photos of running gear or locomotive details, but I did manage some. There was a Q&A session with the crew, but it was hard to hear what they said. **Photo 1.** A modeling group from Michigan brought their USA Trains model of 4014, and the crew autographed the wooden box, **Photos 2&3.**

There were many younger viewers taking photos and videos. Some were carrying on with good conversations about railroading. Maybe there will be a renewed interest with these kids getting into model railroading or be fans.

At first, TV reports said 50,000 attended Sunday, with 35,000 in 2019. When we drive the trolley on the UP tracks we have to get permission to be on the tracks. Our UP rep said on Tuesday over

61,000 were there, more than anticipated. I downloaded a photo from Virtual Rail Fan as it stopped at the train park as it steamed the viewers, **Photo 2**. I wanted to go to Creston as it headed East, but that did not work out. I downloaded a photo off of U tube of it passing by the grain elevator, **Photo 3**. I hope Larry Chic got a good shot of it. It was a good experience to see it again. Since the RRVD had its meeting that day, I thought it was one or the other event, no time to do both considering the traffic.

On Tuesday, there was a program about rail service from Rockford to Chicago I attended. Since the late 70's when I moved here that was discussed and cancelled. I was looking at the displays around the room at Veterans Memorial Hall. Channel 17 asked if I would like to comment, **Photo 4**. I said I know there have been discussions and money approved, but I will believe it when I see it.



Photo 1



Photo 2



Photo 3, Creston, IL



Photo 4

What Are Friends For? Chapter 37 **Gary D. Loiselle**

I would like to apologize if it seems like I am focusing a lot on 'structure' stuff. Well, that may be the result of two factors. First, one of the AP Certificates for MMR is *STRUCTURES*. The certificate requires 12 structures, some scratch built, some super-detailed, and one being a bridge or trestle. Check the NMRA website for more detail. Secondly, another of the AP Certificates is *AUTHOR*. This is based on a point system. Points are given for written material published and clinics. A live clinic must be 30 minutes or more with a handout. Highest point value is awarded for a National, lower for Regional, and lowest for a Division level presentation. My clinic handout for Structure Details is dated '93. I won't get into my published OPEN LOADS articles or OPEN LOAD clinics right now. (WAFF)

A couple of works- cited MR articles listed on my structures clinic handout are worth mentioning. The first is ACCURATE PERIOD MODELING by John Pryke, MR Feb. 1993, pg. 86. **(Photo 1)** The author selected September 3, 1948 as the specific day and year that his model railroad would reflect. As he mentions in his article, some modelers prefer a broader period such as the 1940's, or 50's, or maybe 60's. I know I originally wanted to focus on a time frame with GP-9 and F7 diesels. (Whatever toots your horn!) It is really hard to stick to that when manufacturers have come out with some really neat more "modern" stuff. I will say that any box car that I have on my layout that does not have a roof walk seems out of place. In turn, I guess there is nothing to say you need to mothball that favorite steam locomotive you have, just put a fan trip in your operating system timetable. (WAFF)

John Pryke also pointed out in his article that there are several things in his cover photo that are not accurate. For example, some of vehicles are too new to fit the 40's and some of the ladies are wearing miniskirts. **(Photo 2)** On my layout I have included some vehicles that are not 'new' enough. Hey, I'm sure the price was right. **(Photo 3)** My rationalThe local antique car club members are

enjoying showing off their vintage pride and joy. As an aside, for those of you that are interested in adding to your vintage car fleet, Dave Conrad had a diorama at the 2024 RRVD show and sale promoting his 3-D printed vehicles. **(Photo 4, Joe Whinnery photo)** Check out ToysInTheAtticInc.com or sales@toysintheatticinc.com. You can also speak to Dave at our monthly RRVD Meet that we hold at Paulson's Ag. Museum in Argyle, IL. Check out RRVD.com

In the process of writing *What Friends For*, I have had the opportunity and been privileged to visit a couple of layouts in the Rockford area that are good examples of period modeling. Barry Betts' HO scale layout not only is set in a specific time frame but is set in Rockford. The time era is identified by the wall poster advertising the 1956 Hudson. **(Photo 6)** On the same wall there are political promotions for the upcoming election. Also, when is the last time you've seen any posters advertising cigarettes. **(Photo 7)**. **Photos 8a thru 8e** take us to the 7th St area in Rockford. How many trips have you made to Nicholson Hardware? On an historical note, Guler Appliance has moved from 7th street to E State Street and Alpine. Businesses like Broadway/Perryville Lumber, Highland Lumber and Perrocone Coal weren't able to withstand the test of time, or maybe the completion.

The second layout I visited that fits this subject was at the home of the ROCKFORD O-SCALERS. **Photos 12 thru 15** are just a sample of the amazing details on the layout. The blue truck in **Photo 16** caught my attention because it looks a lot like the 1941 Chevy that I used to drive. It has a brush-painted coat of orange and white paint. Under the hood, the original blue was still there.

I was also intrigued by the Studebaker dealership with the arrival of a truck load of the latest models. **(Photos 17a & b)** I remember that my grandfather and uncle were Studebaker fans. They both had several different models over the years. I did a little Google research on Studebaker. You can include the company on your layout and be time-appropriate anywhere from the early 1800's (covered wagons) up until 1966 when the last automobile was produced.

I mentioned early-on that I was aiming for a 50's, 60's era so my *Bar Mills* SCALE MODEL WORKS laser cut signs are time appropriate. **(Photos 18 & 19)**

In ending this chapter, I must confess that I have added some SD40-2s to my roster. This puts me into the 70's time frame. I'm thinking that some weathering of my Studebaker signs and they can stay around for a while longer. WAFF



The New Haven
New Haven
& Hartford
RAILROAD CO.

Accurate period modeling

Modeling the New Haven as it was on September 3, 1948

BY JOHN T. M. PRYKE
PHOTOS BY THE AUTHOR

ONE of the most interesting aspects of model railroading is re-creating a scene that is accurate from a railroad standpoint and represents a specific period. This adds a challenge to modeling. Not only must you learn about railroad you want to model, but also everything else in the period from the colors of rolling stock to the color clothing on the figures that are part of your scenes.

PICKING YOUR PERIOD

The period you model is entirely up to you. There are modelers who like a broad period, such as 1940-60. This gives you considerable flexibility — all the way from modeling 2-8-2s to flashy E8s, though it will limit your model accuracy as those pieces of equipment may never have operated at the same time.

There are those modelers who like a more exact time frame such as modeling a steam railroad in the early 1900s. This gives you less flexibility, but now the scene begins to "look right."

And there are those, like me, who are really nuts on a model of a particular day of a particular year. I've modeled late summer Friday in 1948. While I have relatively little flexibility in my modeling, half the fun is doing the historical research and making it come alive on my pike.

Why choose a particular day or month or year? Perhaps it's a time that you remember or would like to re-create. There may have been a fun trip you went on, a period you've read about, a childhood memory of "big steam," a railroad you see every day — the possibilities are endless.

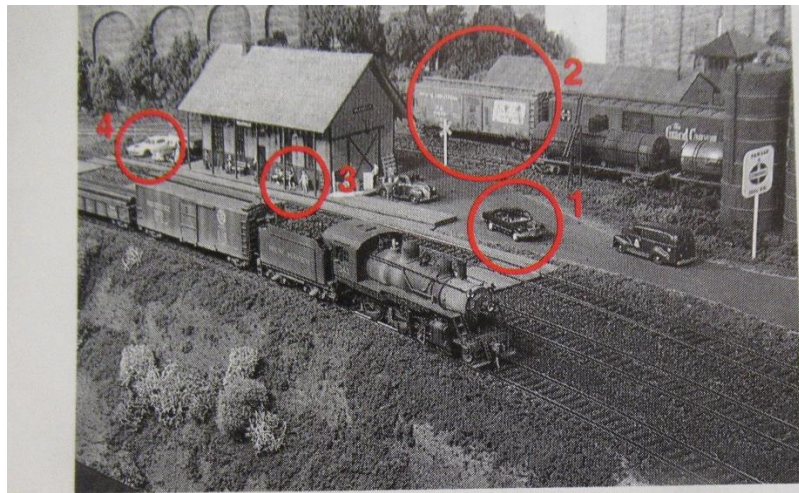
In my case, it was on the Friday before Labor Day (September 3, 1948, that my dad and I were standing on the platform of Old Saybrook Station on the New Haven's Shore Line, watching 28 heavyweight parlor cars blast by at 65 mph behind double-headed class 1-4-4-6-2s. That event has stuck in my memory ever since, and I want to bring it back to life in my modeling.

RAILROAD RESEARCH

Doing the historical research to model a period is challenging and fun. There are many helpful sources including books, magazines, museums, films, and videos. The deeper your research goes, the more accurate your modeling becomes.

his photo? It's September 3, 1948, and a pedigree an elderly class K-1b 2-6-0 is rumbuling by Readville Station. The New Haven equipment is correct for 1948, but four other things in the scene aren't. The answer is on page 88.

Photo 1



WHAT'S WRONG WITH THE PHOTO?

- The following items in the lead photo (pages 86 and 87) do not fit a 1948 scene:
1. The blue Mercedes 500SE. This model is 40 years too modern.
 2. The Penn Central boxcar. The PC wasn't created until 1968.
 3. Two young women on the platform in miniskirts. Miniskirts didn't become popular for the first time until the late '60s.
 4. The white Pontiac Firebird TransAm. This is a 1987 model.

closest. In my case, I...
Railroad Historical &...
P. O. Box 122, Walling...
2,000 members worldw...
New Haven & Hartfor...
cellent quarterly ma...
newsletter, and a w...
other historical inform...

Today there are mo...
from the Alton RR to...
tive historical societi...
ary MR. See page 166

Next I read books...
rolling stock, operati...
finished I could have...
ony Division in the...
white, and black tra

RES

So much for the "right, but what abo...
What did cars and t...
dress? What colors...
aren't always answ...
So, where do you...
the house. First, t

Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8a



Photo 8b



Photo 8c



Photo 8d



Photo 8e

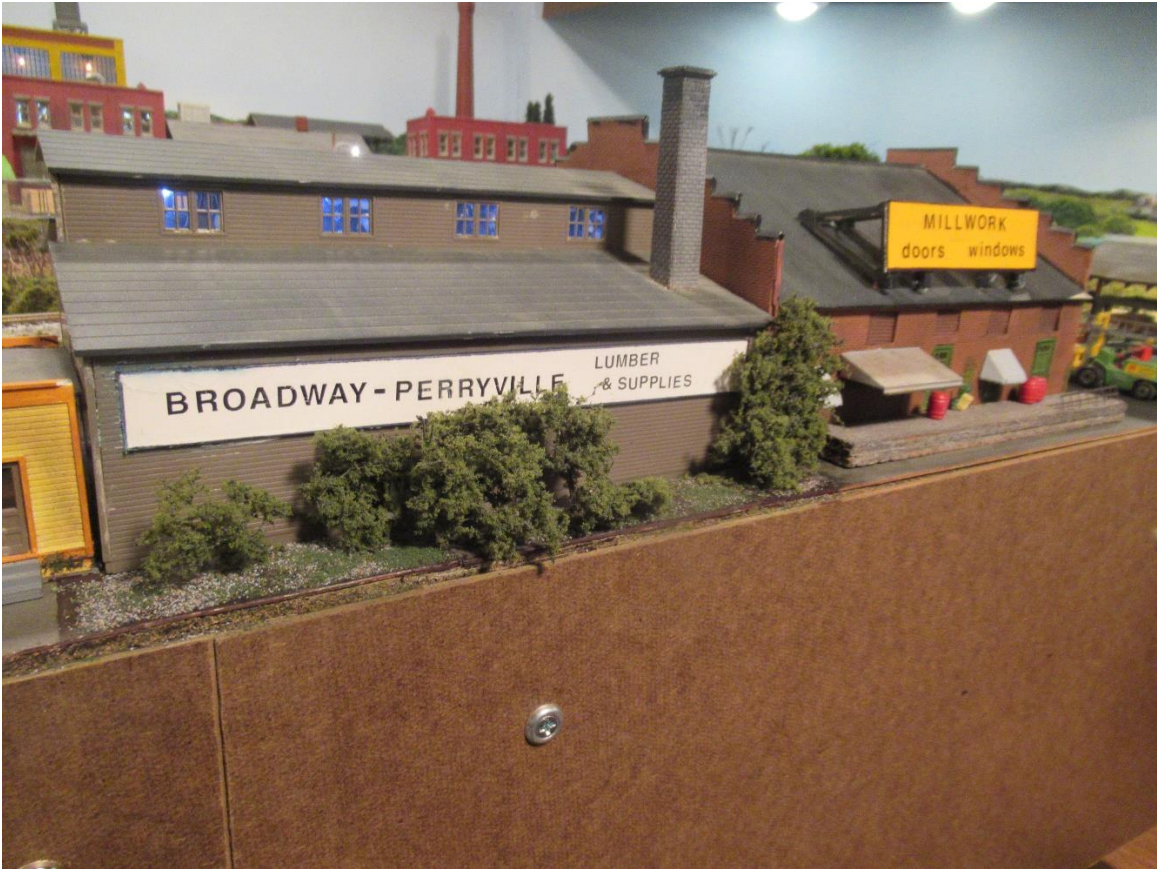


Photo 9



Photo 10



Photo 11



Photo 12



Photo13



Photo 14



Photo 15



Photo 16



Photo 17a



Photo 17b



Photo 18



Photo 19

The Layout Design Column #15

By Ken Peterson

Construction

The last column I told you how I constructed the foamcore layout base of the **Minneapolis Mill and Elevator Corridor Railroad (MMEC RR)**. This month I will show the track and structure locations on the foamcore base. I used pieces of foamcore for the foundations of the structures. The edges are painted a concrete gray. The scenery will be brought up to the foundations so the structures will appear to be in the ground and not sitting on top of the ground. **Photo 1** shows the north end (left side) of the layout. It includes Toro Manufacturing Co along the backdrop and E E Bach Millwork Co in the front. The electrical sub-station in **Photo 2** provides power for the ACME Foundry Co to the right. I placed freight cars on the sidings and spurs to provide a sense scale. These structures have been compressed from the original size to fit. When I drove through the corridor in Minneapolis this summer, the ACME Foundry was still in operation after nearly 100 years.

Photos 3a and 3b show the Char-Gale Manufacturing Co warehouse in front and the Wheeler-Barnes Co along the backdrop. The Char-Gale structure will be 350 ft long (N-scale = 26"). That is nearly half the real length. Wheeler-Barnes Co is another 26" long structure. This is the advantage of N-scale, you can have realistic structure sizes in a small space.

Photos 4a and 4b show the Landers-Norblom-Christenson Co lime and cement warehouse structures in front and Van Dusen Harrington Co Monarch Elevators along the backdrop. There were two Monarch elevators, #1 the original and the larger #2 built four years later. What is interesting about the Monarch Elevators is they were built of wood and covered later with corrugated iron. I chose to model these because all the other mills and elevators were formed concrete, and I wanted a variety in structure construction materials. Again, these are very large structures, when combined they are 26" long.

Photos 4b also shows the west end of the Priority Mills flour mill and the west end of the Minneapolis Seed Co. **Photo 5** shows the east end of the Priority Mills flour mill warehouse in front and the Minneapolis Seed Co along the backdrop.

With the track laid and wired, I am going to run railroad operations for the next month to prove the original design. Better to make changes now than later. I will have to see if some of the freight cars from some of my other layouts will fit this time period because I do not presently have enough cars to operate on this layout. If I can't find any more, I may just have to go to train shows this fall and winter and buy more cars. I guy has to do what a guy has to do to run his model railroad.

Then I will start on building the structures and scenery. That task may be some time off because after all, I built this layout for operations, and I may have too much fun running the trains.

I will follow up with more information on the operational aspects of the railroad in future columns.



Photo 1



Photo 2

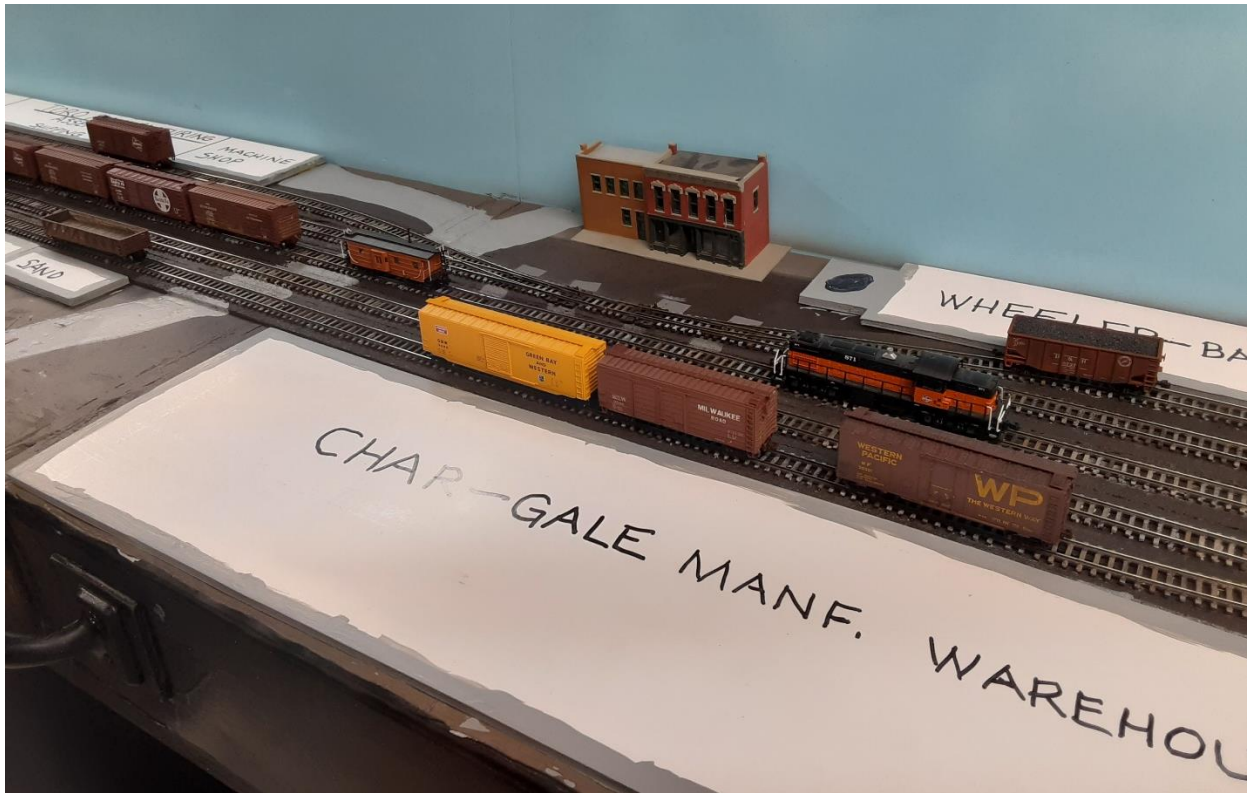


Photo 3a



Photo 3b



Photo 4a



Photo 4b

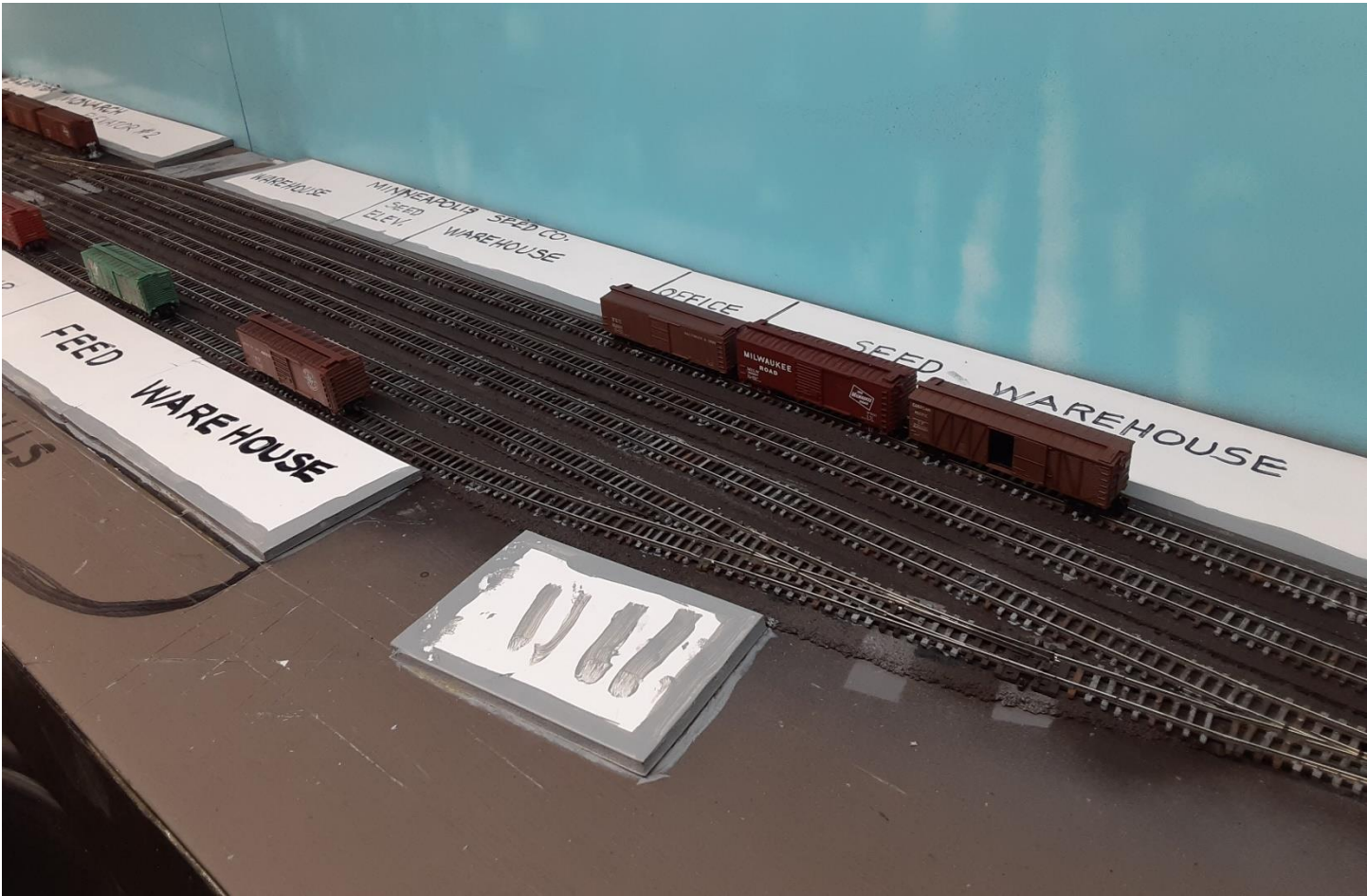


Photo 5