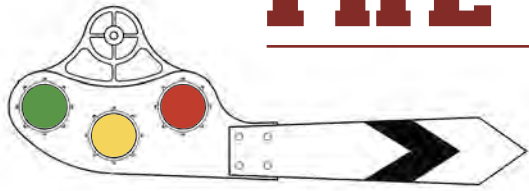


THE SEMAPHORE

December 2011



FOX VALLEY DIVISION • MIDWEST REGION



The Monday after Trainfest

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It's the Monday after Trainfest
And all the aches are here,
My knees, my back, are throbbing,
My throat is anything but clear.

You work on your RR modules
Steadily from year to year,
For a brief time moment
To bring some creative cheer.

My nerves are settling down now,
The pokey fingers drive you nuts,
And parents who don't parent
Need a good kick in their butts.

The bouncing along of the children,
Crashing the aisles like dices,
makes you stop and wonder, tho':
there is an energy crisis?

But the toothy grins are still fresh
And the sparkling eyes shine bright
and the looks of wonder on the
young'uns
Gives your heart delight.

I meet nice folks from Indiana, and

Michigan and Niagara Frontier, too.
Iowa and Minnesota folks
showed up in Viking Blue.

Even the circus modelers this year
Got into the act
By having something running.
An amazing bit of fact.

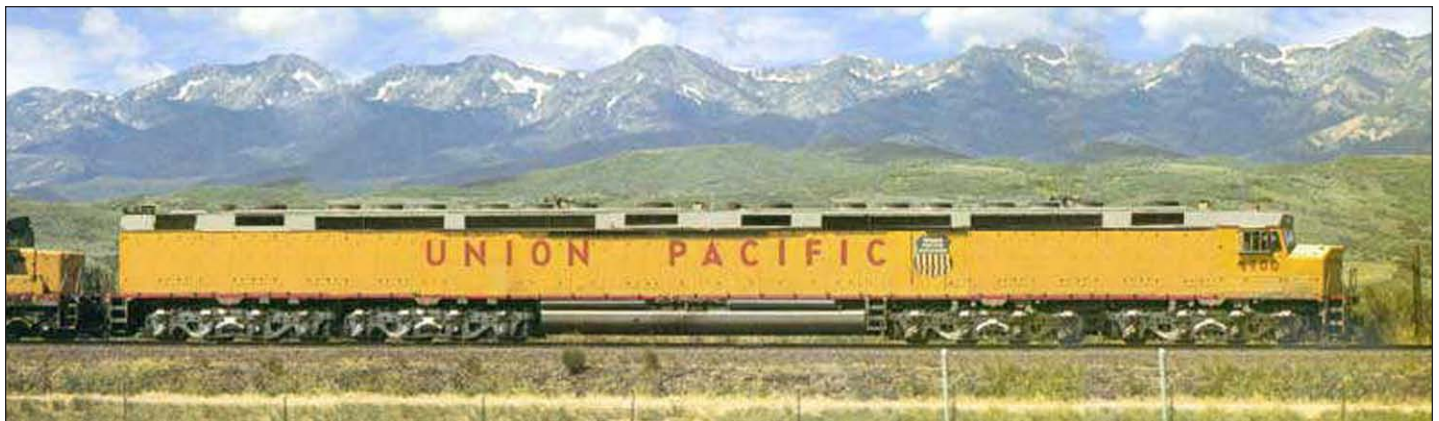
Kalmbach had their new RR
Running on display
Steve Otte was cleaning track with
Elbow grease -- the old-fashioned way.

So, farewell to another Trainfest,
where our creativity can shine.
We look forward to the next one,
In just 11 months of time.

Ya wonder if it's worth it,
All the time and fuss,
But if it wasn't for our love of trains,
We'd all be celebrating the bus.

Mike Hirvela

FUN STUFF Prototype EMD UP DD-80 Approx. 14,000 HP applied to 16 powered axles.



November Meeting

We were treated to a powerpoint program by noted author Bruce Moffat. His presentation was on long-ago scenes of railroads, trolleys and buses. He collects rare and unusual photos and wove them into his presentation. We saw such things as a 3 mile narrow gauge train that ran along the Lakefront to the Natural History Museum. It was powered by gas driven Whitcomb diesels in a futuristic styling. Or vintage scenes taken along the CA&E. Not only did he have photos, but described the operations of the railroad to Chicago's Loop. Unfortunately time did not allow him to finish his talk. But he promised to return next year with part two. If he continues to collect photos, there may even be a part 3. Several members took the opportunity to have him autograph his books.

December Meeting

December meeting will feature a return of Mark Llanuza. He has given talks for both the Fox Valley and Lake Shore divisions. I met Mark years ago at a slide show given by Andy Roth and have been a fan of his offbeat sense of humor and excellent photography ever since. Mark's photos have appeared in the major rail-magazines, as well as historical society publications. Mark works for Metra, but has been designated their official photographer, which gets access and information about shots we can only dream about.

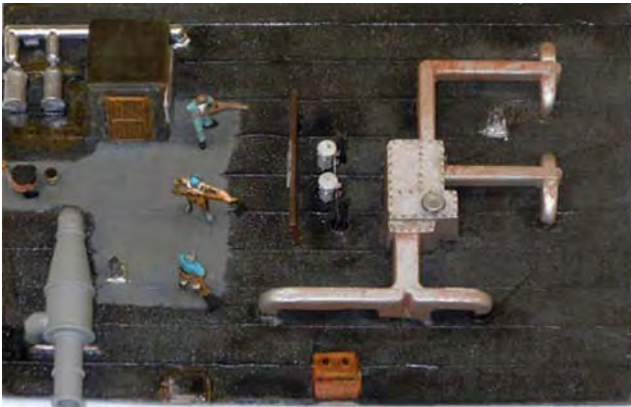
Mark also has a passion for photographing in bad weather. The worse the weather, the better are his shots. He waits for snowstorms, floods and other natural disasters to get that rare and unusual photo. His show will be a real treat, so do not miss it.

NMRA Fox Valley Division Board Contacts

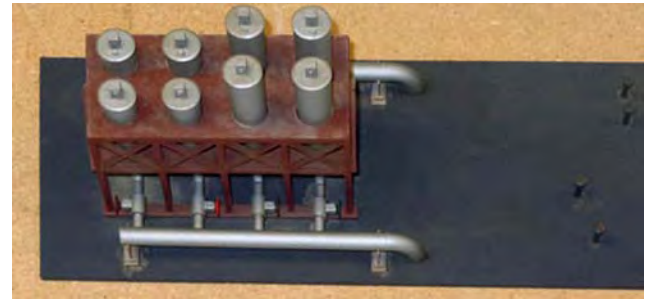
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Look for all FVD Board members contact information
on line at the division's website
www.foxvalleydivision.org

Contest Photos



**First Place, Mike Hirvela
Industrial Roof**



**Third Place, Jim Allen's
Chemical Plant Roof**



**2nd Place, Leif Hansen's
Majestic Hardware Roof**

Photos by Jim Osborn

Don Cook's Layout



A class W-1 (orange and green) passes Olds Jct. on the electrified line to Skokomish from Wenatchee. The GN had two of the 5000 HP, B-D-D-B (all axles powered), W-1 locomotives built by GE, in 1947.



In a separate picture, 2, 2000 HP, Pullman green Z-1s from Westinghouse pull past the Olds tower. The GN overhead system had 11000 volt 25 cycle AC on it. All of the GN electrics had motor-generator sets in them to convert the overhead AC to DC for the traction motors.

Photos by Don Cook

“Painted Lady” Hotel

The highest point on Mike Pavlina’s layout of the Chinook & Minidoka RR, a period railroad reflective of the year 1939, is 58-1/2" in elevation from the floor and is the location of the Chinook Rock Mining & Crushing Plant, from which the railroad derives part of its name, situated on the outskirts of the resort town of Rustin. Being a resort town, one most likely is apt to encounter a hotel that caters to vacationers who have decided to escape the normal demands of everyday life and relax in comfortable surroundings. This was the reason for the construction of a beautiful hotel, featuring the finest in amenities, which are reflected in the design and outer decor of the "Painted Lady" motif.

The model is constructed of ten urethane castings that are approximately 1/4" thick. Urethane castings are never uniformly controlled in the manufacturing process so a modeler can expect warpage, non-uniform positioning of key areas, non-controlled lengths, etc. Additionally, the castings had to be reduced in thickness at the joints to allow for mating to the adjacent casting(s). This operation could have been resolved by sanding if one was not concerned with the time element required to reduce the mating area. Razor blade scraping to an approximate 45° angle from the mating edge was the choice used to speed up the process. The next step in the process was painting the castings. Each casting was initially spray primed with Ace Rust Stop gray primer. Because the effect that was wanted was a paint coating that was even in application, spray painting processing was used applying Delta Ceramcoat paints (Light Ivory, Wedgwood Blue, Cadet Blue and Tompte Red) obtained from Michaels, along with drafting tape used to mask the painted areas from each other. Plastic components, such as window sashes, doors, railings, gingerbread details, etc. were included in the painting process. Assembly of the castings required heavy usage of ACC. Moreover, all of the mating part joints required substantial use of Northeastern Scale Model lumber to reinforce the areas and to



arrive at a rigid configuration of the hotel. Again, a heavy dosage of ACC was mandatory. Windows were assembled, along with drapes that were computer designed, created and applied to each glass simulated window. The cupolas were the first elements that had to be constructed prior to the work required to fit the roof. The roof presented many problems of fit because of the non-uniformity of the lengths and heights of the urethane castings. In addition, the fit required to mate the roof with the turret presented many problems before resolution was accomplished. Before the roof could be assembled, each section required 1/32" plastic strips to be added to the grooves in the roof material. Cupolas were assembled to the roof. Final assembly of the model required application of the walkway platforms and the gingerbread elements.

UPCOMING EVENTS

Our Upcoming Events Chairperson and Superintendent, Walter Radtke, was kind enough to bring these to the last meeting. In case you missed it:

John Hancock Building on North Michigan Avenue will have an expanded outdoor layout next to the Cheesecake factory from November 1, FREE

Lincoln Park Conservatory will be presenting their Winter Flower & Train Show, opening November 26th through January 8th, FREE
Navy Pier will have Winter Wonderfest arriving December 2nd through January 8th. The highlight is the famous Citibank Layout on display.

Morton Arboretum will host the LGB Model railroad Club of Chicago. It runs through January 8th, daily from 9am to 4pm.

Brookfield Zoo will be running another display train from the LGB Model Railroad Club of Chicago on Dec 3rd, 4th, 10th, 11th, 17, 18th, 26th through 31st. The display will be open from 4pm to 8:30 pm

The Chicago Botanic garden will host the Wonderland Express from November 25th through January 1st. Daily from 10am to 6pm
Kishwaukee Valley-Eakin Creek Model railroad Club of Sun City will be open daily until December 29th. Weekday hours are 11am-3pm

and weekends 11am to 3pm. This multi-gauge layout is in the Prairie Lodge Social Lounge.

Railsplitter 2012

Start making plans for Railsplitter 2012, the annual Midwest Region Convention. It will be held March 8-11, 2012 in Springfield Illinois. You can register for only \$80.00 for all the activities, but you must do so by January 31, otherwise it will be \$95.00. So do not delay, do so today. Complete details are on their web site: www.railsplitter2012.org

The Conference Hotel is the President Abraham Lincoln Hotel. Special room rates of \$89.99 (plus tax) are in effect until February 10, 2012. For reservation, call (866) 788-1860

A free pas to the Springfield Train Fair, held Sunday March 11, is included with your registration It is billed as the largest train show in downstate Illinois, with over 300 vendor tables. Their website is: www.springfieldtrainfair.com

2011-2012 Calendar

Future issues of the Semaphore will be on the internet at foxvalleydivision.org. If you do not have access to a computer, you can purchase a subscription for only \$8.00 a year.

Contact Jim Allen for details at jallenad60@comcast.net

Date	Time	Clinic	AP Clinic	Contest
Dec. 18	1:00	Slides of Severe Weather by Mark Llaunuza Holiday Party with eats	Scenery by David Leider	Build anything, any scale from wooden coffee stirrers
Jan. 15	1:30	Proper Car Placement by Fred Henize	Structures by Dave Crement	Detailed structure interior
Feb. 19	1:30	Prototype turnout replacement by Ed Ooms	Motive Power	On line structure
March 3&4		High Wheeler No members meeting		No Contest
Apr. 15	1:00	Zephyr Route tours by Mike Abernethy	Cars	Vehicles
May 20	1:30	Weathering using chalks and other mediums by Paul Gehrett	Prototype Models	Best of the Best for the year 1st, 2nd, 3rd and place winners

Miniature Train Company G-12 Addison Train Set

The Miniature Train and Railroad Company got its start with a small electric train built by Phillip Allan Sturvtant of Elmhurst, IL. The train, constructed in 1928, was a 1" scale steam-outline affair that ran on 7.24" gauge track. Mr. Sturvtant's interest began when he built a large backyard empire for his young son. The railroad came to the attention of the Sears, Roebuck & Company, who were one of Sturvtant's National Air Racing sponsors. A new Sears store was opening on State Street in Chicago in 1932. The company wanted an attraction to raise the store above the competition. An electric-powered train was promptly installed for Christmas. The success of this installation led to the establishment of the Miniature Train & Railroad Company, a partnership between Sturvtant and R.D Robertson, Sturvtant's brother in law. Trains were manufactured for leasing to stores at Sturvtant's Glen Ellyn, IL shop.

The newly-formed company was initially an adjunct to Sturvtant's already established tool company, Creative Engineering. In 1948, the company built a new factory building in Remselae, IN that was dedicated exclusively to train production. At this point the "& Railroad" was dropped from the company's name.

The G-12, also known as the "Addison" train, is a small train built to operate on 12" gauge track. The name Addison train came from the fact that the trains were built at the Sturvtant plant in Addison, IL. Today these trains are more or less known by the model number G-12, but apparently this designation did not appear until the postwar era. Technically, the prewar trains are correctly called Addison trains, while the trains built after WWII are G-12s. The miniature articulated diesel-outline train was based on the early EMD E-series passenger locomotives with their distinctive slanted noses. The G-12 is essentially a gas-powered version of Sturvtant and Robertson's original E-series electric trains. In fact, the demand for an outdoor gas version grew directly out of the popularity of the earlier indoor store trains. The G-12 featured a long, lean gas-powered locomotive pulling several streamline coaches. Unlike its larger G-16 cousin, the G-12 train set is a fixed articulated consist. This means that each car shares a truck (bogie for you Continentals) with the car ahead of and behind it. Hershey Park operates a beautiful G-12 (original to the park, and recently re-installed) as a kiddie ride in their Midway America section (near the Wildcat coaster).

Welcome all! We have just purchased the start of our 12" railroad. A 1940's G-12 articulated train set with EMD E style locomotive. This set was built the same time period the real Streamliners were built and is an old train. This is a 3 car set with 2 coaches and an observation car and is painted in Chicago Northwestern Colors.

We are starting construction spring of 08. We plan on having a cut through the woods, a small storage shed, and around 2,000' of track, with hope of adding more equipment.



Our G-12 Set

Think you want to help?

Come Join the fun of building and operating on a real RR
No goofing around ! No politics! No voting! Your Ideas and help will count! This is not a club and there are no dues. Just a group of people enjoying each others company and railroading.

Andy Spinelli Woodstock, IL 815-334-0616

The Spinelli Equipment Museum and The Salt Creek Central Woodstock Division Welcomes National Amusement Device Alco Style Train

Welcome all! We have just purchased the start of our 30" railroad. A 1951 National Amusement Alco FA style locomotive and 3 car frames and trucks. This set was built the same time period the real Alco's were built and is an old train that was built to do the same thing the big Alco's were built to do. This Locomotive spent most of its life hulling people for money. It is very heavy locomotive weighing over 12,000 lbs. It is powered by a 4 cylinder overhead valve industrial Ford engine. It is all wheel gear drive and was built for pulling very heavy trains of over 15 cars. It was saved from the scrap yard and is all complete and in good shape for its age

As far as we know their were very few 30" trains were built from National Amusement and this is the last one to survive.



Back rolling on Rail after over 30 years



Prime mover and controls



Locomotive giving a grin in its new home

Christmas Memories and Wishes

It's Christmas Eve at our house,
Excitement's in the air.
The house is decorated in
Mother's tender-loving care.

OK. We DID help her
Get the star atop the tree.
She really cannot reach that high,
She's only five foot-three.

Candy canes and twinkle lights and
Popcorn, wind 'round the tree,
With hand-made family ornaments
from grade school art class, you see.

The lights are in the windows,
Shining, oh, so bright.
In hope that dear ol' Santa
Won't pass us by tonight.

Anticipation has been building
Since this year's first day.
Now it's almost upon us,
Hoo-ray, Hoo-ray, Hoo-ray!

My Christmas list was sent off
For weeks and weeks it seems;
Sent in a big, fat envelope,
I must have written a ream.

A list of stuff I wanted,
Based on Lionel's "wish book;"
I think copied every page
A week of work it took.

Mom let me put a circle
of track around the tree;
It adds that special something
To enhance our holiday glee.

Watching that little train chug
around
brought a smile to dear Mom's face.
Grandpa laughed and chuckled as
I showed him it could race.

I hope the big old jolly man
reads my list real clear
and delivers each and every item
and not new underwear.

Dad's been in the basement still
on the furnace he's been working.
He says it's really dirty work and
I shouldn't be down there lurking.

But he's been down there since
Thanksgiving
Making quite a mess and racket.
Nightly, Very secret stuff,
On what could he be working?

The milk and cookies are all set
On the small end table,
Time for bed? What? Already?
I don't think I'm able.

It's now 5 am and I sneak on
down to
the living room to see
if Santa Clause has been there yet.
And what all do I see?

Piles and piles of packages
Wrapped so bright and cheery,
I cannot really help myself,
I do get a bit teary.

When I think of days gone by
And all the Christmases we've had
All made with parental love
In good times and bad.

It's not the stuff found under the
tree,
The wrap, the tape, the glue,
It's not the shiny stuff at all, but
It's the family's love so true.

So, in the best of holiday spirits
With the best of wishes, too;
Have a safe and enjoyable holiday
season,
Dreaming of that toot, toot, toot!

The FVD poet



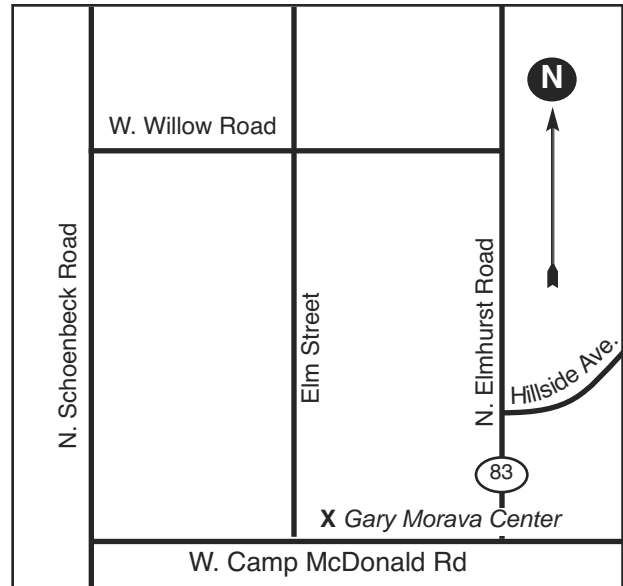
About the Fox Valley Division

If you receive this newsletter you live in the Midwest Region and Fox Valley Division of the National Model Railroad Association or NMRA. The Fox Valley Division (FVD) includes McHenry and parts of Cook, Kane and Lake Counties in Northeast Illinois. About 150 members of varied ages and modeling ability levels belong to the FVD. Almost all modeling scales are represented in our division. Membership in the division is free as are the Semaphore newsletters.

FVD general meetings are held September through May at the Gary Morava Center in Prospect Heights from 1:30 to about 4:30 pm. Each meeting features a clinic, model contest, information of interest to the membership, and a time for socializing. Outings, layout tours, and operating sessions are also held periodically in addition to, or instead of the general meetings. To promote the hobby of model railroading, the FVD sponsors and runs a large train show, High Wheeler, in early March each year at Harper College in Palatine, Illinois.

We encourage you to take advantage of all the FVD has to offer. We are here to help answer your questions, help improve your modeling, and help you better enjoy the great hobby of model railroading. Join us at a FVD meeting or outing. We'd love to see you. Or, visit us on the web at: www.foxvalleydivision.org.

Questions? Contact FVD Superintendent, Walter Radtke or any board member listed on page two of this newsletter. We are here to help you!



Next Meeting

The Fox Valley Division will hold their **December meeting on the 18th, 2011** --
Note: 1:00 pm start time to 4:30 pm, at the Gary Morava Center, 110 W. Camp MacDonald Road, Prospect Heights, IL



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Midwest Region-NMRA
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