

THE SEMAPHORE

April 2021

FOX VALLEY DIVISION • MIDWEST REGION



Spring is just around the bend . . .

Brian Williams - a long time friend of the FVD - shared a photo of his 2020 Outdoor G Scale railroad. He and his son were regular Highwheeler Train Show Z scale exhibitors, and he has presented several clinics on Z and smaller scales to the FVD. G scale is quite a departure for Brian! He has published two, 6 minute videos on the construction and operation of this garden RR. Check them out: <https://flic.kr/p/2k6AK3B> and <https://flic.kr/p/2k6AQ2e>

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Covid activities...

Hooray! I finished off my 4th scratch built car. It is the On2 Sandy River and Rangeley Lakes 2 foot gauge flat car I discussed last month. I have to say that this was one of the more interesting car projects I have done. To begin with, the slim 2 foot gauge is unique, but the real fun was digging up information on the car. There are a few bits and pieces on the web to help create plans; I then purchased a copy of *Slim Gauge Cars, Second Edition* which included a couple of photos of similar cars and basic plans for one On2 flatcar.

I also found a web site by Phil Dippel titled "Phil's Narrow Gauge" in which he documented building a 7/8 scale SR & RL RR flat car among other narrow gauge cars. (As an aside, 7/8 scale is 1:13.7 or 7/8th" = 1 foot and will definitely not fit in your display case!) The site had valuable pictures of the brake system and hardware necessary for the car.

The next challenge was finding parts for the 2 foot gauge car. Turns out that Grandt Line actually made On2 arch bar truck frames and there are a few vendors around that still had some. All I needed was O scale 20" diameter wheels. I ended up using some brass 36" HO scale wheels (they are actually O scale 18" - but do not tell Jim Landwehr until he judges the car). Only 0.04" off but close enough for me. I did have to get the wheels off the axles and turn down the axle length for the truck frames. Anyway, mission accomplished. The rest of the details for the car are Grandt Line On3 parts which were perfect because they are not wheel gauge dependent.

The car is all styrene except for the wood deck and brass grabs and truss rods. I used Midwest Scale 2 x 6s stained with Min-Wax ebony stain diluted 1:5 with mineral spirits.

The boards came out with a great looking, randomly weathered appearance. I attached the boards to the styrene frame with Woodland Scenics Accent Cement. That cement is really tacky and compatible with wood and styrene.

This car is not in my home layout scale, but it was a fun project and I learned a lot. As I researched the car I actually started to develop an interest for the old narrow gauge equipment....Hmmm ... uh-oh? Anyway, Here's a couple of pictures of the completed On2 scale, 2 foot gauge car.



The NMRA AP Car category requires a minimum of 4, judged merit award, scratch built cars and 4, additional highly, detailed cars. One scratch built car must be a passenger car. I also just completed a HO scale 50 foot CNW auto box car resin kit made by Sunshine. The craftsman resin kit was a challenge to assemble but yielded great looking results. Note the unusual Viking roof.



I received my 2nd Covid vaccine shot, and I've taken the five, recently completed cars, to Jim Landwehr for judging! I love it when a plan comes together!

Stay safe and busy in the workshop! J. O.

Fun Stuff....

The cover photo mentions scales smaller than Z. Here is a photo of a T scale motorcar with just 3 mm spacing between the rails from Japan. The wheels on this motorcar are magnets to keep the car on the track - and it is motorized! Photo courtesy of Brian William's finger.



A Lifetime of Memories...

Kurt Youngmann recounts his memories of visiting John Allen's Gorre & Daphetid railroad with installment # one of two.

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This is a story of admiration, adulation and wonderment. It happened a long time ago - and my memory is a bit fuzzy at times, but I'm going to try to piece together what has been one of the greatest experiences of my life: a brief association with what may have been the greatest of all model railroads and the man who created it, John Allen. At the risk of appearing to exaggerate, let me say that those of you who know me are aware that I've all but deified him.

In the spring of 1961 I was sent to Fort Ord on the Monterey Peninsula to complete my six-month army reserve active duty obligation. I was quite new to model railroading at the time and, as yet, hadn't become familiar with John Allen and his Gorre & Daphetid (The GD Line). During the summer, an issue of *Model Railroader* featured a multi-page article about the G&D which prompted me to call John, hoping that he welcomed visitors. Turns out that he readily encouraged them in hopes of finding new operators. Happily, he had scheduled an open house for that Sunday and invited me to visit.

His modest home was located high in the hills of Monterey very close to the bay and overlooking route 1. It was a beautiful location. He had purchased the house because it was cantilevered into the hillside which gave him the opportunity to dig a basement. Basements are rare in California.

My first impression of the layout: dazzling! Although the track-work was almost as complete as it would ever be (except for the last remaining bridge that would have completed the railroad but was never built) only half the scenery was finished. Still, the first look as one entered the room was the Port / Great Divide complex, a large and growing city scene which was well along toward

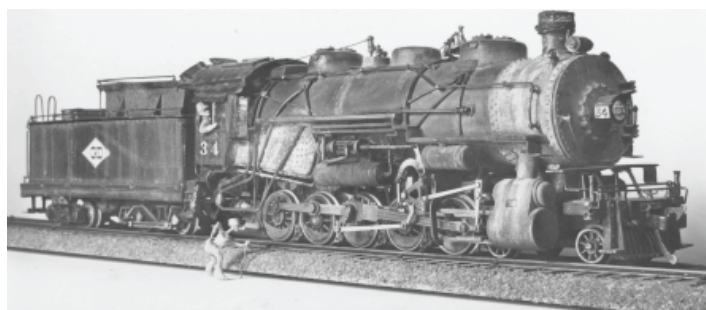
completion. (More about Port / Great Divide later). John was, among other things, a master showman, and he had intentionally built the railroad so this scene, which included the spectacular roundhouse / engine facility, would be the first thing visitors would see.

Since it was an open house, several people were already milling about in amazement. In addition, a few of the crew members were there to run trains, not on a particular schedule or sequence but to give the guests something of interest to watch. One of the trains, John's 40-car ore drag pulled by double-headed 2-6-6-2s, also included a pusher. Trouble loomed! As the train was traversing Sim's Loop which circled Scalp Mountain toward the far end of the railroad, it hit a snag. Those familiar with the G & D



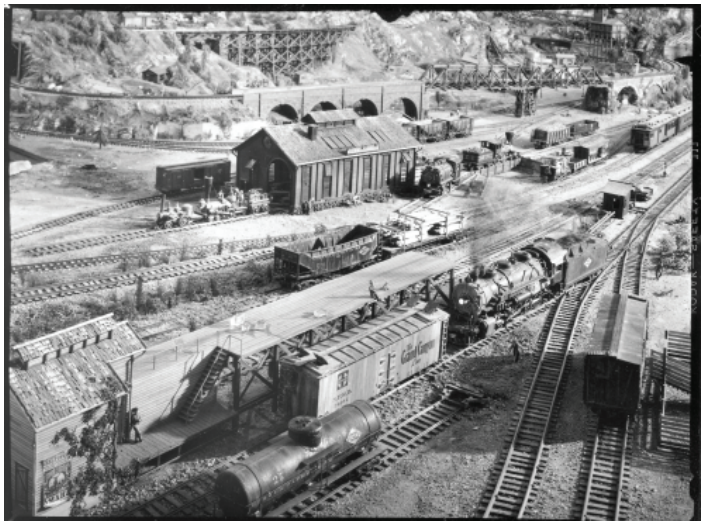
from photos know that what was the center walkway was actually Giant Canyon, part of the floor-to-ceiling scenery. The floor had been painted to look like a river. Whatever the snag was, it caused the train to stretch out over the canyon. People reacted quickly, practically diving to catch the cars. I don't remember if any of them hit the floor but, luckily, the locomotives stayed on the track. It was a moment of great panic. No serious harm was done. The ore train remained part of the freight operations through the untimely end of the railroad about 12 years later.

As for the 2-6-6-2s, there were 4 of them on the railroad over the years according to Linn Westcott's *Model Railroading With John Allen*. One was an Austin import and another was from United according to the roster list in the book.



Origins of the other two are unknown. All the engines were modified and reworked by John; weights were installed to increase traction. The entire roster of motive power, brass or kit was famous for pulling power. They needed to have a ton of traction to navigate the railroad's grades and relatively small radii.

As I was leaving, John invited me to return and, if possible, to join the crew. At the time, he was largely dependent on Fort Ord personnel for operators. Indeed, future Kalmbach employee and Model Railroader editor Andy Sperandio joined the crew the following year during his stay at the post. My time in Monterey was limited since I was due to leave in September, but I did participate in 3 or 4 sessions. Two factors mitigated against me as an effective operator: the complexity of the control panels (this was long before DCC) and my inability to concentrate on what I was doing because I was constantly distracted by the fantastic scenery and the myriad details. It's impossible to describe the detail that was evident wherever one looked - so much so that, in later years, I kept reading about things that I had missed seeing. Anyhow, during my brief involvement,



I was assigned to the engine terminal to keep me out of trouble.

A few words about the layout room itself: dimensions were about 23' X 26'. John's genius was manifested in his use of mirrors to make the space look bigger. Numerous carefully placed mirrors throughout the room succeeded in making the G&D look twice its actual size. What was really ingenious about their placement was that they were impossible to see from any of the accessible parts of the railroad. John's penchant for clever names was particularly evident in one of the mirror reflections. For example, the railroad was located in the Akinbak Mountains (aching back - get it?) where the town of AKIN resided. Directly across the room was one of the largest mirrors in which one could see the town NIKA (Akin spelled backwards, obviously). Sure enough, it was a reflection of Akin and, if you looked very closely at the freight cars, you could also see that the lettering was backwards.

There was more space in the basement than the 26' X 23' layout area. John was a professional freelance photographer and needed space for his photography equipment and darkroom.

11 years were to elapse between the summer of 1961 and my next visit. During that time, I read all the articles I could find about the G & D and never stopped telling fellow model railroaders about my experiences there.

Cont'd next month....

Photos in this article are courtesy of Keith Beard and <http://gdlines.org/GDLines/Galleries.html> Check out the website for larger prints of these and many other G&D photos.

Member Profile... Keith Dart

Joined the NMRA May 1st, 2020 - introduced by childhood neighbor/educator, Eugene Kuntz.
Nearest Current Prototype Milepost: Metra Milwaukee District North mp25.0

Contact info: EmperorOfTheNorthPoleAno1@gmail.com Ph: 312-446-0978

Introduced to hobby by: Father, Roger C. Dart & Paternal Grandfather Ralph C. Dart. He gifted an HO UP GP7 & 9 dummy as a toddler - they get us hooked early!

Scale(s) Owned:

- G -- 1pc. Pax Rolling Stock as 'Rolling Billboard' f/Employer's Business.
- O(27) -- A Christmas gift from Dad/Santa, age 8 -- for a holiday tree set-up.
- HO -- Free-standing table layout of the D&RGW
- N -- 1st ever set at age 4, Ultimately joined Ntrak in 1985, lapsed 1987 & rejoined 2018

Home Layout: (Joint-Ownership w/Father, under construction: electrified/graded HO track work/roadbed on free-standing 8'x12'egg-crated' 2'x2' 1"x4" bench work, awaiting scenery.)



Keith Dart

Member Profile (cont'd)... Other Affiliations/Memberships: NRail, Capital City 'N'gineers, Madison, WI, Elmhurst Model RR Club, Chicago-land TTrak (via Facebook Group), Southern Pacific Historical & Technical Society, Santa Fe Railway Historical & Modeling Society, Milwaukee Area Ntrak

Railfanning: National RR Museum, Green Bay, WI -- North Freedom -- B&O/C&O -- Ringling Brothers, B, & B Circus Train Winter HQ, Venice, FL -- Georgetown Loop -- NKP 1385 Chicago- Sterling/Rock Falls, IL -- N&W 611 Chicago-Ft. Wayne, IN, + Wilmington, IL -- WC 1522 "Up the Track to Fond du Lac" -- CP Holiday Train, Gurnee, IL -- CTA Holiday Train, Howard St. Platform -- "2018 Railroad Days", North Platte, NE -- 2019 UP Big Boy 4014 US (PR) Tour: West Chicago, IL
AP Certificates: Hey, I just GOT here, am still sorting it all out, and have barely begun!

Modeling: NTrak Modules. Joint conceptualization, construction & ownership with Roger Dart, and Phil Jackman.
DC Nickle Silver flex-track on cork roadbed.



(Caption above) - Walnut Creek Jct. (Abandoned Diamond) 3'x8' for 50th NMRA Convention 1985, Milwaukee, WI. Scratch built Junction Depot, Church, Water Tower (not pictured), and Cornfield (used a soldering iron to remove alternating corn rows from a scrap sheet of artificial athletic turf), Grain Silo in foreground is a weathered Atlas kit.



(Caption above left) Rondout, IL (Pre-1963) 2@6'x30" table modules of CMSt.P&P through (L-R), E.J.&E. (Left Rear-Right Front), C.N.S.&M Mundelein Route (Center, Elevated, Front-Rear) Polyurethane foam trapezoidal elevation berm atop std. plywood tabletop bench work. (Caption above right) Rivertrace Bluffs Landing (3'x8') built for DeNTrak, 1986 – scratch-built Bluffs, River, and Riverboat, inspired by Galena, IL – Dubuque, IA Mississippi River boundary area.



(Caption left) "Tres Pistas Esquina Cañon" or "Three Tracks' Canyon Corner": 4' corner w/2ea. 2' wing extensions – Westbound Main (front) curved girder bridge (scale) 628'L x 250'H x 400'R (integral with surrounding tabletop) Plastruct supports. Polyurethane foam + plaster scenery on 'double-deck' bench work. Eastbound main through open cut (open snow shed, middle), Branch line tunnel (rear)

K.D.

Painting with Acrylics in the Post-Floquil/Scalecoat Era by Steve Miazga, WISE Division



Most of us do a lot of painting within our hobby. We build structures, model rail equipment and scenery—everything needs a little paint. In the old days, shopping for the right color was easy because the paint suppliers produced the colors we wanted. I

model the SOO and you could buy a bottle of Soo Line Maroon or Dulux Yellow just by reading the label on the bottle.

Since Floquil, Scalecoat and PollyScale departed the market, it's gotten a little tougher. I have been using acrylics for most of the past 20 years and with the move to new paints I have been preferring Vallejo for painting and airbrushing. But the labels on the bottles don't reveal the exact match like the old days.

While surfing the Internet, I found a great reference that really helped with color matching. Model Railroad Hobbyist magazine has published an Acrylic Painting Guide. There is a PDF available and you can download the color matching charts which are on pages 14 to 22. They

give color matches for Vallejo, Model Master, MODELflex and Microlux. The familiar names are listed; Oily Black, Reefer Gray, Boxcar Red and more. See:

<https://model-railroad-hobbyist.com/node/27993>

A couple of other tips on color matching and working with an airbrush. As I mentioned, I primarily use Vallejo paints. Model Color is a heavier base and needs thinning for brush and airbrush application. The other line I use is Vallejo Air which is pre-thinned for air brushing. Make the investment in their thinner and you will be happier with the results. I use the thinner for both brands. Manufacturer's recommendations come with the thinner.

For color matching, I use Vallejo White and Black to tint the color I am working with. In most cases, just a drop or two of either of these colors can get the color right to where you want it. If you have older PollyScale or Model Master acrylic paints that need some help, invest in Testors "Aztek" Universal Acrylic Thinner. Finally, if you are doing any scratch building with styrene, wipe down the styrene before painting with some Isopropyl Alcohol to improve adhesion. Always use a primer and make sure that you let it dry for at least several days to fully cure. A great paint job on your model will be the crowning touch! S. M.

What's Happening - or not ...

🚂 Gary Saxton facilitated a terrific video clinic by Lance Mindheim. Thanks for your additional research Gary! 🚂 We will hold **elections** for Assistant Superintendent and Paymaster at the April meet. We need candidates! - click: <http://www.foxvalleydivision.org/fvd2016/contactus.v2.html>. Contact Chief Clerk Rich Hoker if you are willing to put your name forward. 🚂 The MWR spring **convention** in Rockford is now September 16-19, 2021. 🚂 **NMRA NER-X virtual meeting on line, April 10-11** 🚂 The **Illinois Railway Museum** is opening for its 2021 season starting Sunday, April 11th - Sundays only in April. More days in May. Electric trains will be in operation. A full list of dates can be found at www.irm.org/calendar. 🚂 **Marvel super heroes exhibit and the newly rehabbed Zephyr train greet visitors as the Museum of Science and Industry reopens.** 🚂 The Monticello Railway Museum is holding "Throttle Time" April 16, 17 and 18, 2021 at the Museum in Monticello, IL. <http://www.mrym.org/> 🚂 **World's Greatest Hobby on Tour - Virtually. April 17 - Info at <http://wgh.trains.com/>** 🚂 The National N Scale Convention is planned for a Nashville venue on June 22-26, 2022. See: <http://www.nationalscaleconvention.com/> for details as they become available. 🚂 Milwaukee Road Historical Society 2021 convention, Elgin, IL, August 12-15. 🚂 National Railroad Historical Society will be holding their 2021 convention in Milwaukee, August 23-28, 2021. Location: TBA. 🚂 New HO products were announced by Atlas (Alco locomotive) and Rapido (highly detailed "Northeastern" cabooses and SFRD (Santa Fe) refrigerator cars with generator sounds), Bachmann (new 40 ft steam era boxcars), and Kadee (new modern tank cars). 🚂 BNSF is testing a battery-powered locomotive between Stockton and Bakersville in CA. 🚂 Friends of the 2926 are completing operational restoration of ATSF 4-8-4 #2926 in New Mexico. Boiler has been steamed up and the crew is hopeful for excursions in late 2021. 🚂 Iowa Pacific announced their entire fleet is for sale. Stock up on some backyard tchotchke. 🚂 The Canadian Pacific Railway will acquire Kansas City Southern in a cash and stock transaction worth US\$29 billion. \$1B here & \$1B there - pretty soon you have some real money! The deal is subject to a bunch of "not-so-trivial" regulatory approvals. By the way, the KCS also operates the Panama Canal RR. 🚂 **Trains are hot! Marklin discloses a 70% increase over prior year sales as reported by the Chicago Tribune.**

Mike's Minute...

Waiting for paint to dry" and other distractions . . .



There comes a time in any modeling project when you have to wait for paint to dry (or glue to cure) before moving on to the next step. What's there to do in the meantime but twiddle your thumbs or take a nap? Well, if

you planned the build with production in mind, there is always another project to start prepping for assembly (project B) while glue or paint dries on project A. Then there's project C and project D. And somewhere along in there, you find the decals you couldn't find when you were working on project Z. from last time, but now can't find where you put project Z to await those decals.

So, while you're waiting for paint to dry and glue to cure on projects A, B, C and D, you can start a search for project Z. This brings up a whole other set of interesting finds: left-overs from projects Y, X and W, which you knew you'd get around to sort out on a cold and cloudy 'someday.' Such is the case at the residence of your Superintendent. I had worked on the basement layout for weeks straight during the COVID-19 slow-down last year that culminated in having enough accomplished to qualify for two Achievement Program certificates.

Feeling the need for something a little simpler, I started on a shelf layout in one of the bedrooms of my house using left-over module parts, track from a disassembled train layout and wire from the DCC conversion of the basement layout [Hmmm, I see a pattern of left-overs here].

Of course, things are never really simple around my house, and nothing already built fits into the available space without some modification. Things got complicated too quickly when winter showed up because I like to cut wood outside in front of the garage and I have to move the truck out to set up the table saw or saw-horses and the circular saw with straight edges, to make the necessary cut(s) quickly to get everything put away before my fingers get too cold to feel.

Then some assembly with screws and glue and then wait for glue to cure... Hey! I could paint the backdrop and while that dries, add the 'dirt' color paint on the surfaces. And then while the paint dries, I can plan for building placement, scenic features and wiring the layout allowing for insulating power-routing turnouts and adding power feeders here and there. I know it isn't just me - you can even think about operating schemes while shoveling track plans in the snow. Spring is around the corner. There is always something to do that involves trains!

Speaking of trains, division elections are coming up and candidates are running for office. Do your part and vote for the candidate of your choice. It IS one way you can participate in the division. Another is the Model Contest and I'm very gratified by the number of entries lately and the modeling has been very good. We still need some volunteers to staff our Publications Trainmaster and our Public Relations TM positions. I would ask you give serious consideration to being that volunteer who wants to contribute to and support the division's activities. It isn't all that difficult.

Our next virtual meeting will be on **April 18th - 1:00 start!** See page 9 for meet details and page 10 for Zoom instructions if your are not familiar with the application. BTW, take a few minutes to participate in our virtual contest by submitting photos of your **Illuminated Structure. Entry photos are accepted any time through our Contest web page.** Finally, don't forget to vote for your favorite contest entries. Click this link to vote between Fri. Noon before the meet and Sunday Noon the day of the meet.:
<https://form.jotform.com/201986084212959>

Everyone take care, stay safe, have your fingers crossed for a better year ahead but keep them away from the saw blades while you are working on project A, B, C ...X, Y or Z! May we all have clear track and green boards ahead! M. H.

Wanted:***A Few Good Clinics and Facilitators...******by Gary Saxton***

It's time to start planning the next modeling season and we are looking for both traditional clinics and some in a *new format*.

Hopefully we can entice each of you to be a presenter - or a facilitator.

The ***first something new format*** is video clinics. The presenter plays an NMRA EduTRAINS clinic (See the Feb 2020 NMRA Magazine p. 24,) a YouTube video or something from another source during our virtual meet. The presenter should add to or enhance the video which might include the following:

- An introduction
- Stops, pauses or replay section to highlight a point
- Comments such as "pay attention to "This" because the next slide will say something different"
- A video from another source highlighting the complimentary or contradictory aspects
- A handout with relevant references, hyperlinks, data or summary
- Concluding comments

You do not have to be an expert in the field - just do a little research on the topic. Sharing your advance research of the topic will be useful to the group.

The ***second something new format*** is the half clinic. This would be either a video or traditional clinic about a subject that can be covered in twenty minutes and has a very quick set-up or clean-up time, depending upon whether it follows or proceeds another half clinic. Obviously, two half clinics that can be presented at the same meeting.

As for traditional clinics with slides or video formats, there are a lot of subjects we would be interested in

such as:

- A trip or vacation in which you took prototype or model railroad photos
- Scenery methods or materials you use
- Model railroad operations
- Painting and/or weathering techniques
- Scratch building rolling stock, structures, etc.
- What you learned from making mistakes or how experience is a great teacher - we have all been to that class!
- A research project involving models or the prototype
- Toy or tin plate trains (such as for the December Holiday slot!)
- Electrical, electronic and computer assisted modeling

The possibilities are endless.

Why do a clinic? It is basically to share your knowledge and interest with fellow modelers and to help them on their model railroading journey. Each of us like to hear ideas from others - so why not share something you know? This is a fundamental leg of the NMRA. You also might want to do a "test run" of a clinic you are doing for a regional or national convention, or earn points toward your MMR®, or maybe just update a past clinic you've already given with new information.

Please contact me if you...

- Would like to see a particular subject
- Have a clinic idea but need help
- Recommend a clinic you have seen
- And, best of all, can present a clinic

Please click on this link to send me an email about your interest:

<http://www.foxvalleydivision.org/fvd2016/contactus.v2.html>

Gary Saxton,
Fox Valley Division Clinics & Programs Trainmaster

Notice of Officer Elections - April 18, 2021
We will be electing members to the Assistant Superintendent and Paymaster positions. Please contact the Chief Clerk, Rich Hocker at:
richard.hoker@sbcglobal.net
to help the division.

March Contest Results & More...

Harry Meislahn's HO Scale Kit-bashed PFM loco reworked w/ exhaust steam feed water heater, dropped radius rods shown at the right won 1st place honors in March. Denis Zamirowski grabbed 2nd place with his HO Scale Marion Bluffton and Eastern interurban locomotive kit built loco and Keith Dart took 3rd place with his N Scale RTR Unlettered Atlas 2-Truck Shay Transformed into OP&E #112. You can see more photos of all the model entries on our web site at:

<http://www.foxvalleydivision.org/fvd2016/contests.v2.html>

The April contest category is **An Illuminated Structure**. Whether it's a standalone structure or one in place on your layout, we would like to see it all lit up. An example is shown at the right. Submit contest photos any time. Just click on the secure link below to send in your photos for any of the future contests. JO

<https://form.jotform.com/201995250508962>



Harry's Loco



Illuminated Structure

Michael Hirvela is looking for information on Ives Locomotives and their wiring. Please contact him using the following link if you or someone you know can help him out.

<http://www.foxvalleydivision.org/fvd2016/contactus.v2.html>

2020 - 2021 Fox Valley Division Meeting Schedule

Meetings are held from 1:30 to about 4:00 pm (except as noted). This season all meetings will be presented online using ZOOM virtual meeting technology. See the next page of the newsletter or the division's web site for complete instructions on how to use ZOOM and participate in the meetings. For the latest clinic and all FVD news and information, visit FVD's web site at www.foxvalleydivision.org.

Date	Clinic	Contest	Notes
Next Meet...			
April 18 - Annual	Business Meeting & Officer Elections		
	Prototype Jct. Reconstruction by Steve Miazga, Wise Div.	1 Illuminated Model	1:00 pm Start on ZOOM
May 16	Scratch Building Cars for the AP Program by Jim Osborn	Photo of a small scene with re-purposed or retired Rolling Stock	1:30 pm start on ZOOM
May 20—23	Midwest Region Annual Convention, "The Rockford Railroad Convention" IS NOW SCHEDULED for September 16-19, 2021 - see the Rock River Valley Division's website: https://www.rockfordrails2021.com/		

Fox Valley Division ZOOM Meeting Instructions

On September 20, we restarted our monthly FVD meetings using the popular virtual meeting technology called ZOOM. Now any of us with a personal computer, notebook or smart phone should be able to attend the meet without having to worry about being contaminated by any disease! Your FVD Board believes ZOOM meetings could really boost meeting attendance and contest participation. Here's the info you need to participate in our ZOOM meets:

Email Address needed

- We must have your email address in order to send you the login credentials for each ZOOM meet. (If you do not receive the ***Semaphore*** notice each month via email, then we do not have your email address on file.) To add or change your email address, point your browser to the FVD web site <http://www.foxvalleydivision.org/>
- Click on the link at the top of the page just below the blue banner. Complete the form to add your email address to our address list.

ZOOM Meeting Procedures

- If you do not have the ZOOM app installed on your computer, please download it and test it out.
- About a week before the meeting date, the FVD Webmaster will email you an invitation to the meet that will include a link to the meeting with your login credentials.
- Also included in the email will be a link to the FVD Timetable web page where you will find PDF downloads for a 1 page "FVD ZOOM Meeting Quick Guide", "ZOOM Meeting Procedures", and other help topics you may find useful. Tip: you may want to print the Quick Guide to have for reference at the meeting.
- For security purposes, please do not post these credentials on any social media sites.
- Note: FVD meets are not being recorded and will not be available for later viewing.

Meeting Day

- The meeting "window" will be open about 30 minutes before the scheduled start of the meet.
- To join the meeting, click on the link in the email meeting invitation. You may be asked to do a short download or update, and you may be put in a ZOOM waiting room prior to the meeting. If so, the meeting host will admit you to the meeting.
- After you are admitted, sit back and "enjoy the show". If you get stuck, email website@foxvalleydivision.org for assistance
- When the meeting is over, click the "Leave Meeting" button and the app will close.

ZOOM Contest Entries

- With each meet invitation you will also be given instructions on how to submit a contest entry, and how to vote for the entry of your choice. Note that submitting a contest entry and voting will be done before each meet with our ZOOM meetings, not during the meet as we do when we are meeting in person.
- With ZOOM meets, contest entries are limited to 1 model per contest. So, if the contest is "locomotives" you may enter one locomotive and no more.
- To submit an entry, take 1 - 3 photos at different angles of your model. Submit your photos with special upload link provided in your invitation email. Photo Tips: 1) Phone camera photos are fine, 2) Make sure there is enough light on your model, 3) "Fill the frame" with your model—in other words, don't take "long shots" of the model.
- **Contest Entry Deadline: Noon the Friday before the Sunday meet.** Early entries are encouraged.

ZOOM Contest Voting

- About two days before the meeting you will be emailed a meeting reminder and contest voting instructions.
- All contest entries will be anonymous.
- Members may vote for any time from Noon the Friday before the meet, to Noon the day of the meet. Voting is done on line by clicking on the special link provided in the meeting reminder email, or you can click here: <https://form.jotform.com/201986084212959>
- Winners will be announced at the meet.
- See the FVD web site for full ZOOM info: <http://www.foxvalleydivision.org/fvd2016/timetable.v2.html>



Call for Articles....

Future Semaphore issues need interesting content. Consequently we are looking for model or prototype railroad related articles. Send us your content (words and photos) or even ideas. We'll take care of the editing and insertion in the publication. Contact us at:

<http://www.foxvalleydivision.org/fvd2016/contactus.v2.html>

About the Fox Valley Division

If you receive this newsletter, you live in the Midwest Region and Fox Valley Division area of the National Model Railroad Association or NMRA. The Fox Valley Division (FVD) includes all of Lake and McHenry, as well as parts of Cook and Kane Counties in northeast Illinois. About 180 members of varied ages and modeling ability levels belong to the FVD. Almost all modeling scales are represented in our division. Subscriptions to the Semaphore newsletters are free. NMRA membership in the division is available through the NMRA at:

<https://www.nmra.org/>

2020 –2021 FVD monthly meetings are held September through May on-line via the ZOOM virtual meeting technology per the schedule in this issue. Each meeting features a clinic, model contest, and information of interest to the membership. Outings, layout tours, and operating sessions may also be held when Covid-19 protocols allow gatherings.

We encourage you to take advantage of all the FVD has to offer. We are here to answer your questions, help improve your modeling, and help you better enjoy the great hobby of model railroading. Visit us on the web at: <http://www.foxvalleydivision.org/>

The *Semaphore* is published by the Fox Valley Division of the Midwest Region of the NMRA once a month, nine months a year, from September to May. The Fox Valley Division of the Midwest Region of the NMRA is registered 501(c)7 not-for-profit Illinois corporation.

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Until further notice, regular meetings are held virtually via Zoom generally from 1:30 until 4:00 PM per the schedule listed in this publication and on its website at:

<http://www.foxvalleydivision.org/fvd2016/timetable.v2.html>

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<http://www.foxvalleydivision.org/fvd2016/contactus.v2.html>