

the SEMAPHORE

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EMERGENCY PHONE: (312) 253-4840**



VOLUME 8, NUMBER 6

FEBRUARY 1982

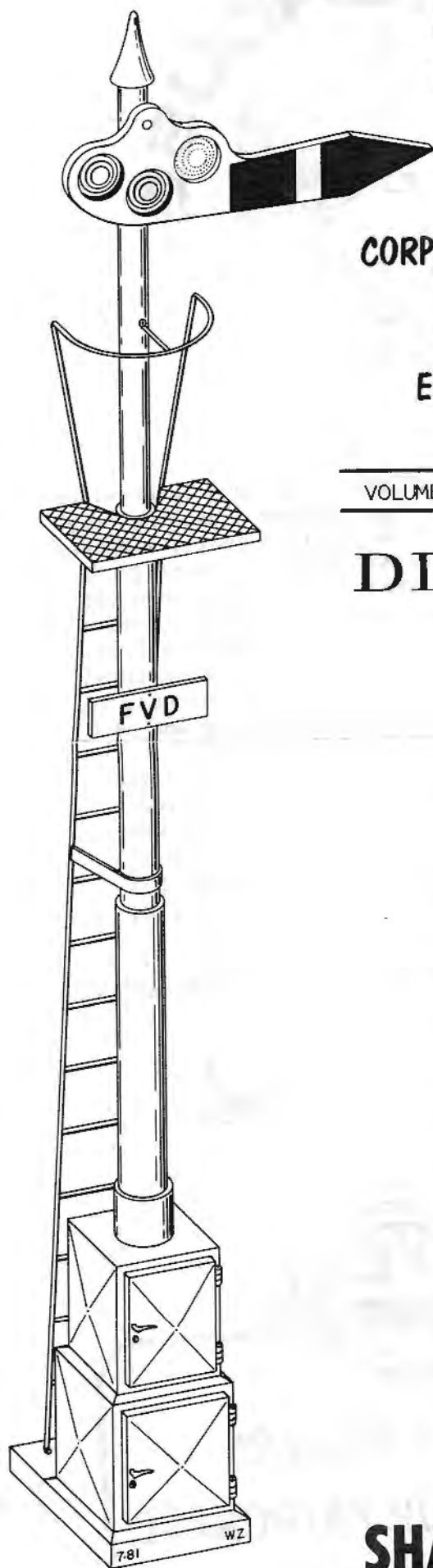
DIVISION MEETING

February, 21

JOHN PROBSTING FROM THE LAKE COUNTY
MODEL RAILROAD CLUB, IN WAUCONDA,
WILL GIVE A VIDEO DEMONSTRATION
CLINIC ON THE WAUCONDA CLUB HIGH-
LIGHTING BACK GROUND SCENERY.
JOHN WILL ALSO DEMONSTRATE THE
METHODS USED AT THE CLUB TO THE
MEMBERS.

THIS TECHNIQUE LOOKS TERRIFIC
AND SHOULD BE A REAL INTERESTING
CLINIC.

SHARE YOUR HOBBY WITH OTHERS...



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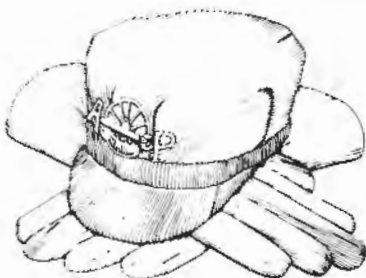


Dear Members:

The January 1982 "Bulletin" has some interesting data. The membership figures show a decline curve that is alarming!!! from previous years, a fluctuation has been the order of things..some go to other "worlds", and other hobbies, and some get "up tight". In "B.O.S." some very good letters are printed. These do pose some questions from the "old timers", concerned members, and worried individuals, What is wrong? Did the increase in dues turn people off? Did the building and its fund have something to do with it? Could it be that we members have been remiss in the drive for new membership? Or are we not supplying articles and pictures for publication in the only visible window, The Bulletin, that could well turn these figures around to expand our membership numbers and make it more enticing to new and old members.....

P.S. BRING A FRIEND TO OUR NEXT DIVISION MEETING!!

John



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Bulletin Board

- FEB. 21 DIVISION MEETING
BOARD MEETING TO FOLLOW
RAILROAD SHOW AT LYONS
TOWNSHIP HIGH SCHOOL,
LAGRANGE, IL.
- MARCH 6
- MARCH 13 LAKE COUNTY MODEL RAIL-
ROAD OPEN HOUSE
JAMES CARROW 546-0381
- MARCH 14 FOX VALLEY DIVISION
"HIGH WHEELER 1982"
MODEL RAILROAD SHOW.
JOHN HERSHEY HIGH SCHOOL
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ARLINGTON HEIGHTS, IL.
- APRIL 16, 17, 18 SPRING CONVENTION
GREEN BAY, WI.
- APRIL 18 DIVISION MEETING
BOARD MEETING
- APRIL 23 SALT CREEK SPRING OPEN
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Washington '82

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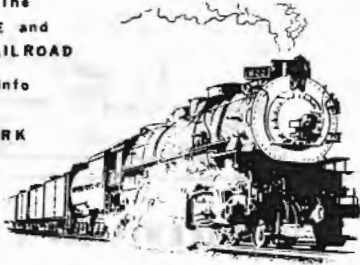
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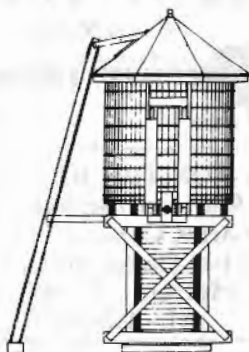
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EDITOR



Interested in participating in the mechanics of the NMRA Fox Valley Division? We are looking for people interested in taking over the positions of superintendent, asst. superintendent, paymaster and chief clerk. Anyone who is available can run for one of these offices. If you feel the division could be doing things in a different and or better way, now is the time to make your position known. Members interested in running for one of these offices contact me and I will pass your name over to nominating chairman.

Remember, this is your division and in order to have it meet its full potential we must all actively participate. If you don't see activities going on that could be, contact one of your board of directors and pass the information on to them. You can only get out what you put into any organization.....

THE DIVISION IS IN NEED OF THE SERVICES OF AN ATTORNEY TO HANDLE THE TRANSFER OF OUR CORPORATE RECORDS FROM THE ESTATE OF JERRY MINKUS, AND TO SUBMIT THE LEGAL PAPERS FOR RE-INCORPORATION OF THE FOX VALLEY DIVISION CHAPTER.

FOX VALLEY BOARD ELECTIONS WILL BE HELD AT THE APRIL'S GENERAL MEETINGS AT HERSEY HIGH SCHOOL IN ARLINGTON HEIGHTS.

RAFFLE TICKETS: FOR NMRA BUILDING FUND \$1.00 EACH, BOOK OF 6 FOR \$5.00, WILL BE AVAILABLE AT ALL MEETINGS UP TO AND INCLUDING THE APRIL MEETING.



COOK

Some time ago when I started to build my layout I saw an article on making a gaget to lay ballast easily. I made such a gaget and put it away to be used at a later date.

Recently I had occassion to use this ballast tool. It consist of hollow cylinders with one end closed with a slot across the bottom. The ballast material is placed in the cylinder and the cylinder is placed across the track and the ballast material flows from the cylinder thru the slot in the bottom leaving just the propper amount of ballast along the track.

A second device consist of two brass tubes connected to form a T, a slot lengthwise in the cross member of the T. The other end of the T has a piece of tubing connected which in turn is connected to a vacume cleaner. This device is placed over the track with the slot at right angels to the rails. The vacume will draw the excess ballast from the ties.

I have never found a a tool that works as well as this does. You can lay neat and uniform ballast almost as fast as you can move the cylinders along the track. The vacume attachment really does a neat job.

The cylinder is made commercialy and is availavle at your hobby shop. If you would like to make one it is described an the December 1977 MODEL RAILROADER....

AL

LARGE SCALE MODEL RAILROADING...LIVE STEAM
BY: RALPH TUCKER

THIS SECTION OF THE MODEL RAILROADING HOBBY HAS ENJOYED AN ENORMOUS GROWTH IN THE PAST TEN YEARS. WHAT IS IT THAT HAS CAUGHT THE INTEREST OF SO MANY MODEL RAILROADERS?

THE MAIN ADVANTAGE TO LARGE SCALE MODEL RAILROADING IS THAT YOU CAN RIDE ON OR IN THE TRAINS INSTEAD OF JUST WATCHING IT GO PAST. THE THREE BASIC SCALES ARE 3/4", 3 1/2" GAUGE, 1" SCALE, 4 3/4" GAUGE AND 1 1/2" SCALE, 7 1/2" GAUGE. 3/4" AND 1" WERE THE MOST POPULAR IN THE EARLY YEARS BUT 1 1/2" IS FAST BECOMING THE MOST POPULAR SCALE. THIS IS HALF THE 3" SCALE OF THE AMUSEMENT PARK RAILROADS.

FOR INFORMATION CONTACT:

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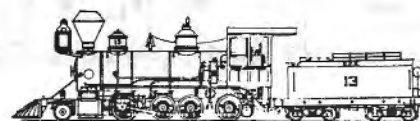
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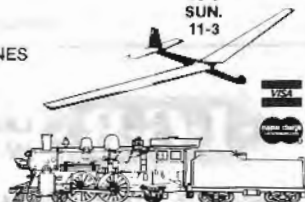
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FOR MANY YEARS IT HAS BEEN REFERRED TO AS "LIVE STEAM", STEAM POWERED LOCOMOTIVES PROVIDED THE MAIN POWER. MOST ENGINES ARE COAL FIRED BUT SOME USE WOOD, OIL OR PROPANE. THEY RANGE IN SIZE FROM 0-4-0 SWITCHERS UP TO BIG BOYS 4-8-8-4. THESE BIG 1½" ENGINES WEIGH CLOSE TO A TON, HOWEVER MANY OF THE 3/4" SCALE ENGINES CAN EASILY BE CARRIED BY ONE PERSON. STEAM PRESSURE VARIES FROM ABOUT 70 to 125 PSI WITH 100 PSI BEING MOST COMMON. THESE ENGINES ENJOY MOST OF THE EQUIPMENT OF THE PROTOTYPE SUCH AS STEAM PUMPS, INJECTORS, BLOWERS, WHISTLES AND BLOW DOWN VALVES. THE ENGINEER RIDES ON THE TENDER WHERE HE ACTS AS BOTH ENGINEER AND FIREMAN, MAINTAINING THE WATER LEVEL AND FIRE WHILE KEEPING ONE EYE ON THE TRACK AHEAD.

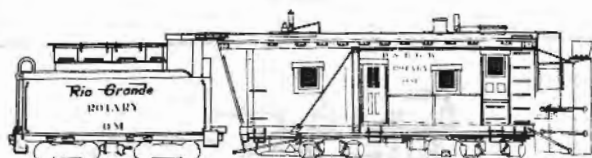


IN RECENT YEARS MANY 1½" DIESELS HAVE BEEN INTRODUCED. THIS HAS ENABLED THOSE WITH LESS MECHANICAL ABILITY TO STILL OWN AND OPERATE A LARGE SCALE MODEL RAILROAD. DIESELS ARE POWERED BY BATTERY POWERED ELECTRIC MOTORS OR GASOLINE ENGINES—MECHANICAL OR HYDROLIC DRIVES.

TRACK CAN BE LAID AROUND THE HOUSE BUT FOR A BIG LAYOUT MANY HOBBIEIST JOIN LIVE STEAM CLUBS. THERE ARE MANY CLUBS ACROSS THE COUNTRY AND MOST HAVE "MEETS" WHICH ENABLES LARGE SCALE MODELERS TO TRAVEL TO DIFFERENT CLUBS. THIS IS A GREAT CHANCE TO OPERATE ON DIFFERENT LAYOUTS AND ENJOY THE FELLOWSHIP OF MANY LARGE SCALE MODEL RAILROADERS.

ANYONE INTERESTED IN MORE INFORMATION ON LARGE SCALE MODELING CAN GET LIVE STEAM MAGAZINE IN MANY HOBBY STORES. ALSO THERE ARE MANY LIVE STEAMERS IN THIS AREA INCLUDING A COUPLE IN THE FOX VALLEY DIVISION.

HAPPY STEAMING—RALPH TUCKER



COUNTY NEWS

K A N E

As I write this, the radio is forecasting another positively great weekend for us weather-wise. Well let's look at the bright side, after you've shoveled the snow and are giving your back a break, what better time to sit down and plan out the different cars you would like to add to your rolling stock.

I had a very interesting talk with Rick Mink this last week. He shared an easy method for building an HO model of a Chicago & Northwestern Bay Window Caboose which I have decided to use as the topic of this month's article.

This is a fairly easy "first timers" kit modification project. The Caboose we are going to modify is the Athern Bay Window Caboose.

STEP 1: Saw off the Battery Boxes even with the floor of the underframe. Assemble the underframe per the directions in the kit using the couplers of your choice. Cut two pieces of .020 Styrene 7/16" x 7/16" and glue them over the holes in the underframe. Now you can paint the underframe. Rick uses Grimy Black.

STEP 2: Next, we will work on the body of the Caboose. There are two kinds of Caboosees you can build: 1)a riveted body, or 2)a welded body. To build the welded body, remove all the rivet detail using an X-ACTO #17 Blade and 600 grit sandpaper to smooth things off when you are done cutting off the rivets. **Work slowly** here and be **careful** not to remove the panel lines. Now remove the Battery Box Doors from the body of the Caboose.

STEP 3: Cut 6 pieces of .010 Styrene 7/32" x 5/16" and glue them in the 6 large side windows. This is done on the outside of the body.

STEP 4: There are 6 small holes in the roof of the Caboose. These should be filled and finished with Squadron Green Putty or equivalent.

Mount a Utah Pacific CS-73 Smokestack (or one of your preference) in the Existing hole in the Caboose Roof.

STEP 5: The next thing to do is paint the car. Dark Green for the roof and roofwalk and Reefer Yellow for the rest of the Caboose body.

Rick suggests applying a primer coat first as it will make the Reefer Yellow easier to apply later.

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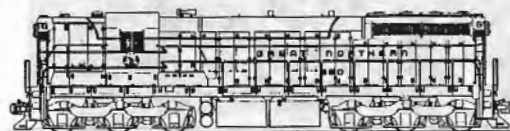
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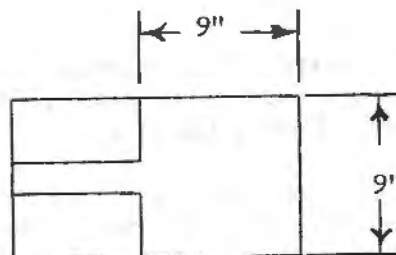
PALATINE, LAKE ZURICH
& WAUCONDA R.R.

After the paint has cured for about a week, paint the Side and End Handgrabs White. Then paint the model with a clear gloss. This is the base coat for the decals.

Install the roofwalk.

STEP 6: There are 2 sets of C&NW decals available from Herald King, #C-20 and #C-23. These can be obtained from your local hobby shop. After you have applied the decals and they have dried, drill two #76 holes in the body where the Marker Paddles will go.

Cut out 2 Marker Paddles from a sheet of bond paper. The finished Paddle should be roughly



9 x 9 SCALE INCHES with a "tail" for mounting it on the body. The rear of the Paddle should be Red (Signal Red) and the front should be Light Green.

Next, seal the model with a coat of Clear Flat, install the glass the glass in the windows, mount the Body on the Underframe, install the Ladders to the End Sills, and your Caboose is ready to roll - unless you want to weather it. BUT THAT'S ANOTHER STORY. TUNE IN NEXT MONTH - SAME TIME - SAME STATION.

LARRIE



N TRACK MODULES

by John Drozdak

Our N Track modular layout was started in 1977, and was originally worked on by five men. The reason for this was that we were no longer affiliated with any N scale group and we wished to have some way to run our equipment. Our first show was in November 1981 at the Fox Valley Mall.


Our specifications are basically N track specifications for curves except for some modifications due to the ability to move the layouts. As N track has standard four foot corner, and we could not move a four foot corner easily, we made it three foot by six foot corner and we had to adjust the curves by creating a small S. This way we stayed with N track in its entirety with full interfacing.


The most important things about modular model railroading are: making sure you understand the specifications of the group. Especially interfacing, wiring, connections, equipment standards, curves, radius switch sizes.


Not staying to these standards can ruin everyone's fun. One example would be the last national at San Mateo on the N track layout. This is why specifications are made so everything will be right.

Planning what you want to do is important. But remember to keep the organization standards. In this way everyone may have equal fun. Planning is always the most important thing of any railroad. With a little care your module may be part of your home layout and the group layout. This way your layout will always be in use.


Modules are also easy and fun to build. They take very little time to build. For example, our four corners took about one and a half hours to cut the lumber, less than a Saturday to assemble the corners, and within a week we were running with all electrical connections and crossovers, modules also give you a way to participate with a group without joining a club. Remember, these things are good ideas for any scale




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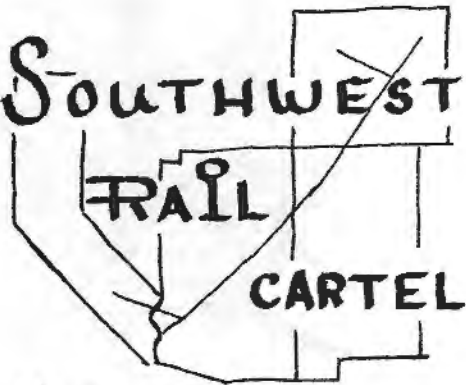
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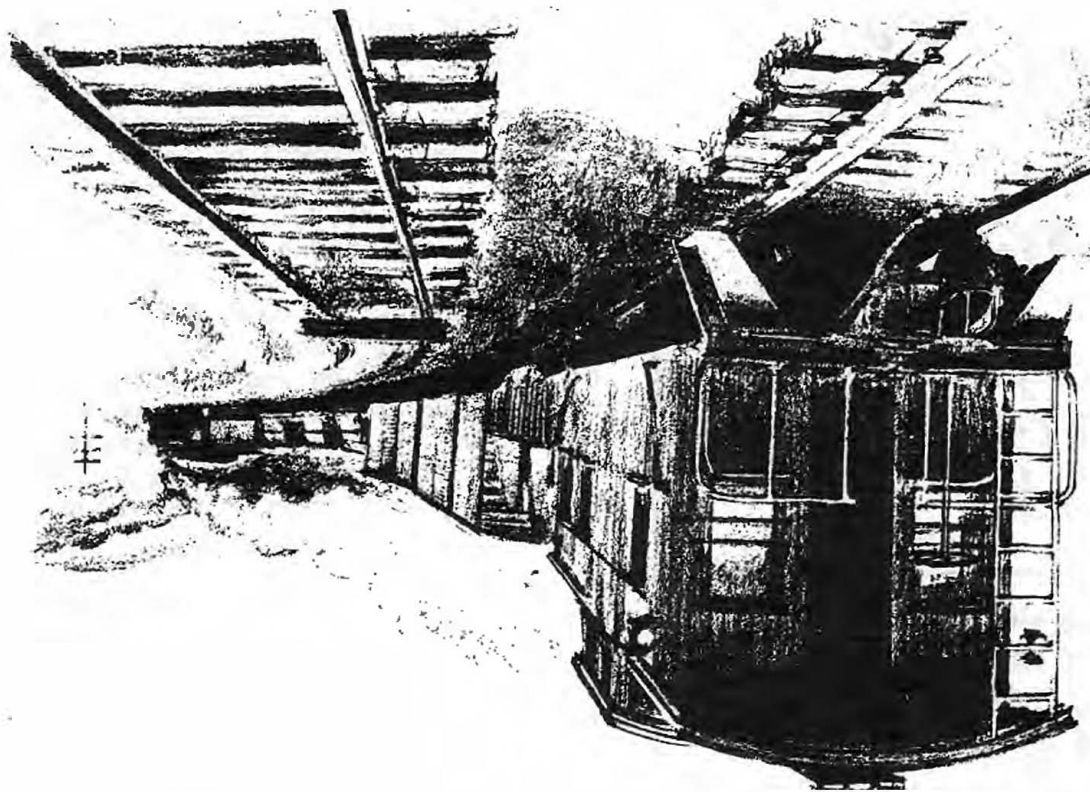
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