

THE SEMAPHORE

February 2013

FOX VALLEY DIVISION • MIDWEST REGION



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Layout of the Month: David Leider's Waupaca, 1947

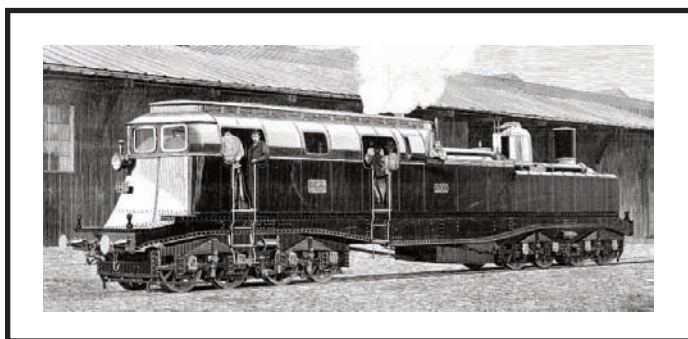
This month the Semaphore features one of the finest shelf layouts you'll ever see, MMR's David Leider's Waupaca, 1947. This exceptional FVD layout has previously been featured in the Semaphore and in the June 2008 Model Railroader. You can also see more of it in the Train Photos section of the FVD web site and in the numerous articles David has written for the model railroad press. The photos in this article are new and several come to us from none other than Model Railroader's David Popp, and Model Railroad Craftsman's Bill Schaumburg, *continued on page 2*



Passengers at the Waupaca, Wisconsin depot scramble to board today's 12:31 Chicago bound train #17 on MMR David Leider's Waupaca 1947 layout. The #17 is headed up by a spotless maroon and gold EMD F unit. *David Leider photo.*

Fun Stuff

Heilmann
A steam-Electric
Locomotive built by
French Engineer Jean
Jacques Heilmann in the
1890's



Layout of the Month *continued*

both of whom are friends of David. As you view the photos, please remember that David scratch builds and details all of his track (except in staging), structures and scenery to closely match

the prototype town Waupaca, Wisconsin as it was in the summer of 1947. Take a look at what can be done in about 200 square feet!



A Soo Line 2-8-0 crosses the concrete bridge over Balch Street behind a potato warehouse and wood shed. The 474 is a Class F-10 consolidation and is a frequent visitor to Waupaca and its many industry spurs. *David Popp photo.*

David Leider loves to scratch build and is very good at it. Here's Waupaca's large Fisher-Fallgatter Mill which was beautifully scratch built out of styrene from plans of the actual structure David drew himself. The white wooden railing, fire hydrant, boulders in the grass and double electrical poles are all prototypically correct details. *David Popp photo.*



Another Waupaca prototype scratch built of styrene from accurate plans is this nicely done potato warehouse. Styrene is David's favorite material to build with because it cuts cleanly, takes paint beautifully, and doesn't warp. *David Popp photo.*

Layout of the Month



Wood as well as styrene was used to model Waupaca's well worn stock yard as it appeared in 1947. *David Leider photo.*

This great shot down Ware Street shows two of Feather's barn red potato warehouses across the street from the Peterson Produce warehouse. It must be late spring with all those dandelions blooming in the lawn of the house in the fore ground. *Bill Shaumburg photo.*



Given his space constraints some selective compression was needed in developing Waupaca's track plan, and in building some of the structures. Here's an aerial shot of the east corner of David's layout which closely duplicates the prototype. *David Leider photo.*

The 474 shuffles cars on the Green Bay & Western tracks in front of Huebner's Standard Oil. Huebner's is one of three bulk oil dealers modeled on the layout. There are also five potato warehouses, two coal houses, two produce companies, and two seed companies among the more than 48 scratch built structures and bridges on the Leider layout. *David Popp photo.*



Layout of the Month



Here's a photo angle you rarely see—a straight overhead, bird's eye view of Waupaca's depot area. Note the industrial tracks buried in the weeds.

Bill Schaumburg photo.

David Leider's Basic Layout Information

Layout Name:	Waupaca, Wisconsin Summer 1947
Builder:	David Leider, MMR
Layout Location:	Basement of David's Prospect Height's home
Scale:	HO
Layout started:	1994
Layout Size:	10 x 20 feet
Layout Style:	U shaped shelf layout
Layout Theme:	An accurate replica of Waupaca, Wisconsin and its railroads in 1947
Era:	Summer of 1947
Railroads represented:	Soo Line; Green Bay & Western
Benchwork:	Open grid
Roadbed:	Foam board on a ½ inch plywood base
Track:	Hand laid codes 70 (main line) and 55 (branch line and industries)
Min. radius:	18 inches
Turnouts:	Hand laid #5, #6, #8 to replicate prototype track arrangements
Max grades:	1%
Control:	Analog DC
Structures:	Scratch built Waupaca prototypes mostly in styrene; interior detail and lighting
Scenery:	A base of painted plaster over homosote, plywood or pink foam; ground cover of real dirt, commercial ballasts, ground foams, and static grasses
Back drop:	Hand painted on dry wall
Motive Power:	Steam (brass) and diesel (plastic with added detail) to match Waupaca prototypes used in 1947
Rolling stock:	Scratch built and modified kits, freight and passenger to match 1947 Rolling Stock
Operations:	Point to point and switching
Favorite aspects of hobby:	Research and scratch building
MRR influences:	The information I get from research on the prototype
Other:	MMR David Leider is a historian and prolific author. He has written several books, numerous articles for the model railroad press, and many articles for railroad historical societies. He is a popular NMRA clinician and speaker. He has self produced an HO kit of Waupaca's stone depot and is the distributor of the Grasshopper static grass applicator. David is editor of the NMRA's Mid-west Region <i>Waybill</i> newsletter, a Mid-west Region Director-at-large, and FVD Board member.

Mike's Minute

By Mike Hirvela

This month I continue the saga of how I installed the “Merk's” crossover on my layout and in so doing, earned the nick name “Iron Mike”. My thanks to son Jeff for taking the photos for this article. Here we go!

Since I had a pair of left-hand Peco #6 turnouts on hand, I tried them in various locations on the tracks in front of the cheese factory and decided where best they should be placed. I marked the track to be removed with some strips of electrical tape (photo 1). I then cut the rails purposely short of the tapes leaving the rails a little too long. I cut through the rails and the underlying tie strip carefully using a cutoff disc in my rotary tool (photo 2). The rotary tool was the easiest and neatest way to cut the already installed and glued-hardend track. Safety note: I strongly recommend you wear safety glasses, or goggles, or better yet a face shield, when doing track cutting with a rotary tool. The high-speed disc is fragile and I've had them break at high speed. It's ugly when they do.

With the rails cut, I knew that if I chiseled the track out using a putty knife or chisel, I ran the risk of gouging or cutting the nearby good track. So, I reverted to a ballast removal technique I used the previous summer -- my trusty steam iron (photo 3)! I set the iron on the lowest steam setting it has. Once at temperature, I held the iron horizontal just above the track and applied the steam to the ballast. I slowly passed the iron several times over the area to be removed. The steam moistened and softened the glue in the ballast just enough to permit easier removal of the cut track sections using a small bladed putty knife (photo 4). More safety notes: DO NOT set the iron ON the track. And be sure to TURN OFF the iron when you're done. Don't ask why I point this out!

Once the track sections and most of the ballast was removed, I then used the putty knife to gently clean off any remaining ballast and glue down to the flat roadbed surface. After vacuuming the area, I set the new crossover in place for a test fit (photo 5). I carefully marked the final cuts, and again used the rotary tool and cut off disc to accurately trim back the rails where needed. I also trimmed the rail clips off the tie-



PHOTO 1-Mike chose where to locate the new crossover and marked it with electrical tape.



PHOTO 2-“Measure twice, cut once.” Rail and tie-strips were cut in place with a rotary tool and cut-off disc. Safety first here!



PHOTO 3-Mike used his steam iron's steam feature to easily soften hardened ballast glue. Now you know why he's called *Iron Mike*?



PHOTO 4- Old track and ballast were removed with a small putty knife.

strips and undercut the tie strip below the rails, cutting back the length of a rail joiner (photo 6). This undercutting allows rail joiners to be slid on and out of the way so the turnouts can be dropped in flush and in alignment (photo 7). I put the new crossover in place, and carefully slid on the rail joiners (photo 8). I used spikes to affix the crossover turnouts to the roadbed (photo 9).

I solder rail joiners to the rails for good and long term electrical conductivity. Fill in any gaps in the ties with spare ties that have had the molded spike heads filed or sanded off, and the area where the rail sets filed down for clearance. I glued the filler ties in with white glue. After the glue dried I painted the sides of the rails with my favorite track color of dark rust and applied a little weathering to the ties.

After waiting overnight for the rail painting and tie weathering to dry, I added ballast to the new track (Photo 10). I was careful to go easy here. It's easy to add a lot of ballast, but a pain to remove too much. I applied the ballast using an old spoon. I put about $\frac{1}{4}$ of a spoonful of ballast on the spoon, then tilt it slightly and tapping it lightly with my index finger, dropping some ballast on the ends of the ties and between the rails. I am very careful when putting ballast near the operating parts of a turnout. I keep the ballast out from around the turnout's points, hinge mechanism, and flange ways. I learned the hard way when ballast gets into these areas it means major trouble. Next I contoured the ballast on the ends of the ties and between the rails using a soft fan-shaped brush. I used a light touch here also, as the bristles can "flick" the ballast out of place. Be sure the ballast is not on the sides of the rails (inside or outside) or on top of the ties.

My method of gluing ballast is different than most. I do not use a separate wetting agent step, but glue and wet the ballast all at once with a pipette and a thinner mixture of "wet" glue. I don't mist on a wetting agent any more because I've found it washes the ballast out of place too much. So I just add the wetting agent to the ballast glue and more water than usual and carefully apply it. My wet glue has four parts water, one part white glue, and 3-4 drops of dish soap. I stir, not shake, these to mix them to prevent the soap from bubbling up. The final



PHOTO 5 - The new crossover is positioned for a test fit.



PHOTO 6 - Rails were undercut to make room for new rail joiners.



PHOTO 7 - New joiners are slipped under the existing rails.



PHOTO 8 - Mike slides the new rail joiners onto the crossover's rails.

mix has the consistency of milk.

When gluing, I started on the sides of the track where the ballast slopes. Then I moved to the inside of the track between the rails. I soaked the ballast slowly and thoroughly staying away from the turnout's points and hinge mechanism. While the glue was still wet, I touched up the nearby ground cover to blend it with the new ballast so it looked like it had been there all along. I added a little more white glue when needed in this step to affix the ground cover.

Finally, I did a light cleaning of the rail tops and inside edges for good electrical contact. I then let everything dry for a day, did another light wipe down of the rail tops, and made a test run on the new crossover followed by a little more track cleaning. The complete installation is shown in photo 12. I am happy with it. Now we can get the cheese to Chicago on time. Why? Because we have a crossover that gets us over to the Merck Cheese factory to pick up the cheese cars!



PHOTO 9 - The new crossover is spiked to roadbed.



PHOTO 11 - The ballast is "wet glued" in one step using a pipette.



PHOTO 10 - Ballast is spooned in place. Don't use too much.



PHOTO 12 - The finished crossover is ready for trains!

January Monthly Meeting

Since your Semaphore editor is spending January and February in Naples, Florida with his wife at her parents house there (hey, I know it's tough, but somebody's got to do it!), Mike Hirvela filled me in on what happened at January's FVD meeting. According to Mike Superintendent Jeff Jarr started the meeting with another railroad joke (does anyone know where he gets these?) and then filled everyone in on division and regional activities. High Wheeler 2013 tops the list of current FVD activities. It is coming up soon and promises to be another great show thanks to the past many months efforts of the High Wheeler "team", and the future efforts of FVD members who have volunteered to work the show March 9th an 10th. Rail Fun 2014 Mid-west Regional Meet planning and arrangements are going well. See Jeff if you'd like to help with this meet which the FVD is hosting.

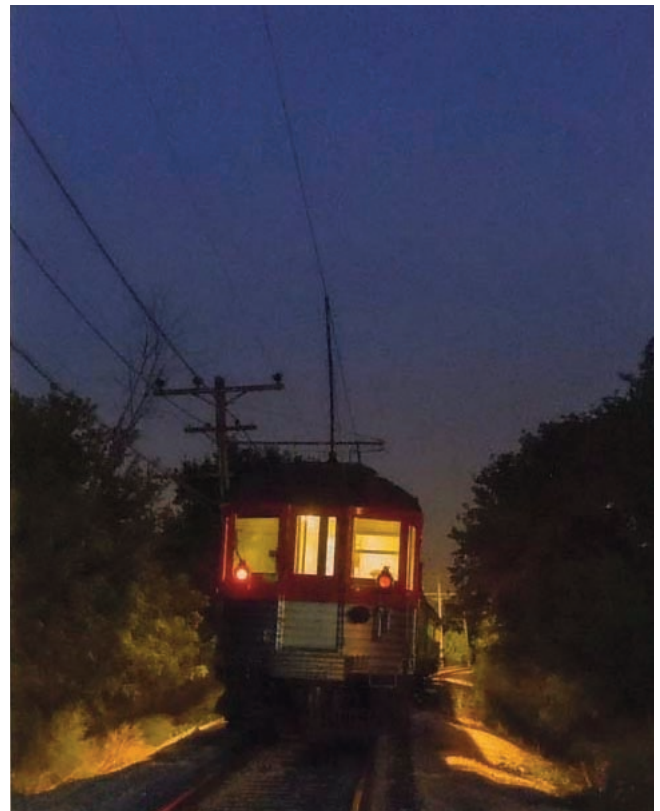
Several other board members gave brief reports at the January meeting. Paymaster, Tim Kleimeyer, reported that the Fox Valley Division is in good financial shape. Membership Records Trainmaster, Burt Lattan, reported our membership is holding steady at 230 members. Public Relations Trainmaster, Jim Osborn, outlined the PR efforts going into this year's High Wheeler, reminding members that our goal is not only to provide a good show for more experienced modelers, but to introduce new people and kids to our great hobby. With this year's PR work we appear well on our way to accomplishing our goal. Membership Promotions Trainmaster, Mike Hirvela, told members the division would be putting in a model railroading display in the Mt. Prospect Public Library in February to help promote the hobby. Another display will be going in the Arlington Heights Public about the same time. (See article and photos on these displays later in this Semaphore. Ed.)

Publications Layout and Circulations Trainmaster, Jim Allen, reminded everyone that the current Semaphore is available any time on line at the division's web site. Past Semaphores

are also available on line. Hard copies are hand mailed by Jim each month to those members requesting it.

FVD member, Mike Wood, gave an excellent and thorough clinic on building layout modules. He tied his clinic in with earning AP certificates in scenery and electrical. Complete written materials from Mike's clinic are available on line at the FVD's web site. Contest Trainmaster, Jim Landwehr handed out winning contest certificates to Bob Shimerr (1st place), Jeff Jarr (2nd place), and Bill Boyd (3rd place) in the January "Favorite Train Picture" contest. The contest drew 14 excellent and interesting entries. They all can be viewed on the FVD web site. Bob, Jeff, and Bill's entries are shown below. Thanks go to Jim Osborn for his photos of all the entries.

January Contest Winners



1st Place,
Bob Shimerr's Interurban Motor Car

January Contest Winners continued



2nd Place
Jeff Jarr's Durango & Silverton Steam Train



3rd Place
Bill Boyd's Swiss Electric Train



High Wheeler 2013

Make plans to attend this year's High Wheeler Train Show at Harper College in Palatine. The 2013 show promises to be bigger and better than ever with great layouts, vendors and displays. Kids love High Wheeler almost as much as they love Thomas the Tank Engine (who we hear will be attending the show on several different layouts including the FVD's own "Isles of Sodor" layout!). High Wheeler will be held on Saturday and Sunday, March 9th and 10th from 9:00 a.m. to 5:00 p.m. each day. The show is in Building M, the Harper College Sports Center. Come on out and bring the whole family for an enjoyable morning or afternoon of model trains!

It's not too soon to start making plans for the Milepost 50 Midwest Division Spring Convention! The convention will be held in Indianapolis May 2 – 5 and promises to be a good one. See the Winter Waybill newsletter for more details and an application blank to the convention.



Join Us As We Celebrate 50 Years!

Member News

FVD members helped local libraries in February by installing model railroad displays in display cases in both the Arlington Heights Public Library and the Mt. Prospect Public Library. The displays will stay up through February. So, if you happen to be near either of these fine libraries and have a minute, take a look! The displays, which are welcomed by the libraries who are always looking for interesting things to display, are part of the division's promotional efforts for the High Wheeler Train show in March. FVD members Leif Hanson and Gene Parkhurst did the Arlington Heights display, while Jim Landwehr and Mike Hirvela did the Mt. Prospect display. Said Mt. Prospect Public Library's, Diane Conrad, in an email to Mike, "Wow, I am very impressed with your presentation of the train show and the model railroad. It was spectacularly done!" Great job Leif, Jim and Mike! Jim Osborn's photos of the displays appear at the right.



Mt. Prospect Library



Arlington Heights Library

Modeling Tip

Those of us who may want to model the prototype but not necessarily a whole town like David Leider did with Waupaca in this Semaphore, or many big chunks of an entire railroad like Jack Burgess did with his Yosemite Valley Railroad (see the 2012 Great Model Railroads), can still reap the benefits of pure prototype modeling by building a single prototype structure or scene or even small parts of a scene which come close to or even

"nails" the original. Of course, modelers have been doing this for years in our hobby, and we've all seen lots of examples of it in the model railroad press. The point of this Modeling Tip is to encourage you to give it a try if you haven't yet. But be careful. You just might uncover the "David Leider" in you and enjoy it so much you become a card carrying prototype modeler! Ed.

Meeting Dates

Here's our meeting dates for the last four months of the 2012-13 meeting year. Note there is no meeting in March due to High Wheeler, and the April meeting's 1:00 p.m. start time and elections.

Date	Clinic	Contest	Other
February 17	Leider & Lebovitz on the 2012 Steam Festival	Open loads; single load with 2-3 cars to transport	Regular 1:30 p.m. start.
March 9,10	FVD's 2013 High Wheeler Train Show Saturday and Sunday 9:00 a.m. to 5:00 p.m. at Harper College in Palatine. There'll be lots of layouts, vendors and fun so c'mon out!		
April 21	Modeling Open Loads by "Mr. Open Loads", Charlie Wickhorst	Heavy open load on a single depressed car	1:00 p.m. start! Elections for Ass't. Superintendent and Treasurer
May 19	TBD	Whimsical or humorous open load	Regular 1:30 p.m. start. Last meeting of 2012-2013 meeting year. Have a great summer!

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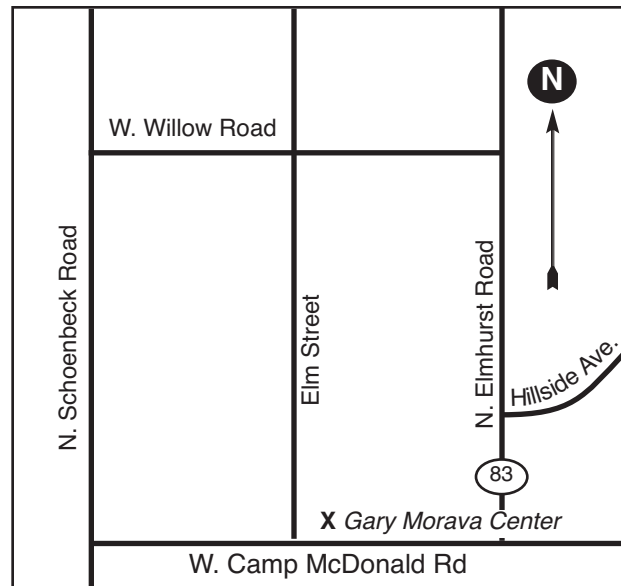
About the Fox Valley Division

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 240 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 called "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, Jeff Jarr or any board member listed on the "FVD board section of this newsletter. We are here to help you!



Next Meeting

The Fox Valley Division will hold its next regular monthly meeting **Sunday, February 17, 2013** from 1:30 to about 4:30 p.m. Meetings are held at the Gary Morava Center, 110 W. Camp MacDonald Road in Prospect Heights, IL. We invite you to attend and look forward to seeing you!



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