

THE SEMAPHORE

NOVEMBER 2014

FOX VALLEY DIVISION • MIDWEST REGION



Layout of the Month: Art Jones' B&O FM&P Line

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Semaphore Editor:

Walt Herrick, Jr.
waltherrickjr@gmail.com
815-355-2003

November's regular meeting is November 16th at 1:30 pm. The contest is "Anything Related to Trains". The clinic is "Basic Electronics" by the FVD's Mike Wood. See you there!

Art Jones is modeling in HO, the B&O circa 1950, in his entire Lindenhurst home's basement. But, don't expect to see double track main lines down there. "I specifically chose to model the railroad's FM&P line which had a single track main going from Connellsville, PA to Fairmont, West Virginia. In the era I model there was a ton of traffic on that stretch of railroad, especially coal traffic," explains Art. Along with the coal traffic you will see five passenger trains, drag freights, local freights, and a good



B&O passenger train #26, the Columbian, accelerates out of Union, PA on Art Jones' HO scale B&O FM&P Line. Layout photos by Walt Herrick

amount of yard switching in Pittsburgh, Union, and Smithfield, PA. All of this activity is handled by a ten man operating crew which includes a dispatcher and a staging yard "mole" at Art's regular monthly operating sessions. "I can't on p.2

Fun Stuff by Jim Allen

Here is one of the most unique camper vehicles you may ever see: a caboose camper. It looks like the owner has it outfitted to do just about any camping type thing you'd want to do (and more!) at your favorite camp ground or park.



Layout of the Month: Art Jones' B&O FM&P Line

(con't from p.1) completed a major layout renovation last summer which has really helped operations. I eliminated my north and south static staging yards and turned the railroad into a huge loop with a large hidden staging/fiddle yard in the middle. A staging yardmaster keeps the railroad continually staged," says Art. Art's is a freelanced version of the FM&P (Fairmont, Morgantown and Pittsburgh) which seeks to replicate the B&O's north-south line. His northern terminus is Connellsville, PA and southern terminus Fairmont, WVA. He wants to capture the look and feel of the FM&P, as well as its basic operations in HO scale, but is first to admit his layout is no where near a "rivet for rivet" interpretation of the railroad. Only about 20% of the railroad is sceniced at this point. But now that the layout renovation is complete and running well, scenery will be moving to the "front burner". Scenery making is Art's favorite part of the hobby and he is eager to turn the other 80% of his "Plywood Pacific" into at least a "mostly" sceniced model railroad. WH



Passengers on the Union depot platform seem oblivious to the massive B&O EM-1 slowly chuffing by them.



The big articulated negotiates through two crossovers in South Union, PA. Scenery is Art's favorite part of the hobby and it shows in South Union's trees ablaze in fall colors.

Art Jones pilots a quartet of Athearn B&O blue/gray and black F units and their train through Union. Art's locos are sound equipped with lighting. The gorgeous B&O I-12 caboose is from Spring Mills Depot. Art has six of them in "1950 red".



Layout of the Month: Art Jones' B&O FM&P Line



Union's switcher pulls a cut of cars out from the yard's brick "canyon" (top). Directly in front of the switcher is one of the B&O's many wagon top box cars. Yes Virginia, the B&O had 0-6-0 switchers (middle). One was hustled down from Pittsburgh today to take over for Union's normal SW diesel which has developed mechanical problems. Out on the line, a Broadway Ltd. B&O Mikado pulls an empty hopper train past some colorful fall foliage (bottom).

Basic Layout Information

Layout name:	B&O FM&P Line
Layout builder:	Art Jones
Layout location:	Basement of Art's Lindenhurst home
Layout scale:	HO
Layout size:	30' x 33'
Layout style:	Around the walls with peninsulas
Layout theme:	B&O's FM&P single track line south from Pittsburgh to Fairmont, WV
Layout era:	October 1950
Construction started:	2005
Bench work:	Grid
Sub road bed/roadbed:	Plywood/cork
Track and turnouts:	Commercial code 83 flex track and turnouts from many manufacturers. A little code 70; code 100 in staging.
Scenery:	About 20% complete (look for a future article on Art's techniques)
Structures:	90% complete—kits, craftsman kits, kit-bashing, scratch built
Locomotives:	Broadway Ltd., Athearn, etc. almost all sound and lighting equipped
Rolling stock:	Many manufacturers kits, craftsman kits, RTR, and kit-bashed
Control:	Lenz DCC
Operations:	Car card car forwarding, modified track warrant system with a dispatcher; op sessions each month with a crew of 10
Favorite aspect of hobby:	Scenery making
Hobby Heroes:	Malcom Furlow, John Armstrong



Now that the layout's major layout renovation project is complete, Art can devote more time to scenery building. He has a "leg up" on this task with dozens of fully (or "almost fully") completed structures just waiting to be used in scenes all over the layout.

Mike's Minute by Mike Hirvela

SUMMER VACATION, part 3

A Pump and a Glider

After our iron mine expedition (see last month's Mike's Minute), Jim and I went to the Cornish Pump Museum in Iron Mountain. There in a large building was a 54-foot tall, steam powered, 160 ton monster of a pump, with a 40-foot diameter flywheel built by the Allis Company of Milwaukee. It is an impressive piece of American engineering as all these pieces are cast metal, improving on a pump designed in Cornwall, England. The pump's purpose was to get ground water out of a mine. Behind the pump building was an attached building with interesting displays of mining equipment: tram cars, skip loaders, rock drills and dump cars. But behind the attached building, in its own building, was a military museum with one of only seven known to exist, WWII Waco CG-G4 glider aircrafts on display. These gliders are historic. More than 13,000 of them were made for the D-Day invasion and subsequent battles. They silently glided behind enemy lines just prior to the D-Day landing in Normandy, France, loaded with troops and equipment for the invasion. Many were lost, but many completed their missions enabling the Allies to wreck some havoc on the unsuspecting Nazi troops. The gliders were also used in other European fighting. And here we find one in Iron Mt., Michigan today, which looks as if it could load troops and get pulled into the sky at any moment. The local folks in Iron Mountain built glider parts during WWII and shipped them to the front (the gliders were shipped in large crates unassembled, and then assembled overseas) so this is also a historical exhibit of the skill of local craftsmen. It was an unexpected find for Jim and myself. Also were included a very nice display of parts and memorabilia of the era. We were impressed! Ya know, a museum on your layout is a good way to display those odd pieces of RR or other stuff we collect during our search for our favorite railroad items. They are too nice to toss away, but we're not sure what to do with them. A museum might provide a nice solution.

Photos by Mike Hirvela



The top photo shows the monster steam powered, 54 foot tall, 160 ton pump Jim and Mike saw at the Cornish Pump Museum.

The middle photo has a little WWII history for you this month. It shows a rare and historic Waco CG-G4 glider used in the D-Day Invasion and other action during the war. The guys saw it in a military museum next to the Pump Museum in Iron Mt. The glider is one of only seven remaining of the 13,000 built. The bottom photo shows the glider's simple control panel.

Member News

On Saturday, October 11th, FVD Public Relations and Webmaster, Jim Osborn, graciously invited FVD Board members to his home for October's Board meeting, lunch, and an afternoon of running trains on his beautiful CNW Western Division Layout. To no one's surprise, the board was in 100% attendance at this meeting!...*Please send your "Member News" items to Walt Herrick at waltherrickjr@gmail.com.*



Jim Osborn (at left) briefs FVD Board members on the procedures used on his CNW Western Division layout. Walt Herrick took the weird "warped" photo.

October's Clinic

At October's regular meeting, FVD member and MMR, Don Cook, gave an excellent slide show (using real slides!) of photos he took of the Milwaukee Road primarily in the 1970's and early 80's. Don's shots were great and he also included in the show some earlier steam era Milwaukee Road slides taken by renowned railroad photographer and author Bill Middleton. The FVD's Mike Wood presents his excellent "Basic Electronics" clinic in November. Jim Osborn photo.



October's Contest Winners

Photos by Jim Osborn



After September's large contest turnout, we surprisingly got only 2 entries for October! Bob DiDomienico took first place with his big green, O scale lighted Pullman cars, and Leif Hansen took second with his old west style illuminated structures. November's contest is "Anything Related to Trains". How about some more entries this month, everyone?



Modeling Tip: Scenery Basics

Though you will hear Art Jones lament the fact that his railroad is only about 20% scened, that scenery is very nicely done. Let's look at some of the scenery basics Art has done really well on the scened portions of his railroad such as the scene at the right. 1) Color—the colors used on Art's structures, ground covers, locomotives, track, etc. all look "true". Mostly muted, there are still dashes of vibrant color in the right places such as the loco, fence sign, fall trees, and figure's red jacket, 2) Texture—there is a lot of it in Art's finished scenes, and it's all beautifully done from appropriate sized ballast and ground covers, to the "leafy" looking tree, to cut rock walls, to vines on the rock wall, 3) Positioning—the track, buildings, figures, vehicles, etc. are placed convincingly and look like they're *supposed* to be there, 4) Weathering—it's subtly and skillfully done, not over done, or looking like it was painted on. Much of Art's weathering appears as if it was "built in" particularly on his structures. A teacher of mine once advised, "Do the basics, but do them well." Art certainly does! WH



2014-2015 Meeting Schedule

2014-2015 orange Meeting Schedule cards were mailed to members the second week in September. Contact the Semaphore's Editor if you did not receive yours. The complete meeting schedule is also given below and on the FVD web site: www.foxvalleydivision.org. *Schedule changes or additions are posted on the FVD web site as soon as they are known.* Our meeting place is the Gary Morova Recreation Center, 110 Camp McDonald Road in Prospect Heights, 60070. Our meeting time is 1:30 pm except as noted below.

<u>Date</u>	<u>Clinic</u>	<u>Contest</u>	<u>Other</u>
Nov. 16, 2014	Basic Electronics by Mike Wood	Anything related to trains	
Dec. 14, 2014	<u>TBD—check web site</u>	Double or triple headed diesels	1:00 pm start. Lunch provided.
Jan. 18, 2015	Custom Transfer Cabooses by John Drozdak	Large structure—5000 scale feet or more	
Feb.15, 2015	<u>TBD—check web site</u>	Double or triple headed steam	
Feb. 28 & March 1, 2015	High Wheeler 2015 Train Show at Harper College in Palatine sponsored by the FVD. 9 am to 5 pm each day. <u>FVD volunteers needed.</u> Contact Jeff Jarr at jjarr@comcast.net or 773-286-8755. <i><u>Note: there is no March FVD monthly meeting due to High Wheeler 2015.</u></i>		
April 13, 2015	<u>TBD check web site</u>	Open load spanning 2-3 cars	1:00 pm start. Officer elections
April 17 - 19, 2015	Midwest Region Spring Convention hosted by the Winnebago Land Division at the Holiday Inn, 4601 Calumet Ave. in Manitowoc, WI		
May 17, 2015	<u>TBD check web site</u>	Unfinished project of your choice	

Note: there are no FVD monthly meetings in June, July or August

NMRA Web Sites

Fox Valley Division	www.foxvalleydivision.org
Midwest Region	www.mwr-nmra.org
National	www.nmra.org



About the Fox Valley Division

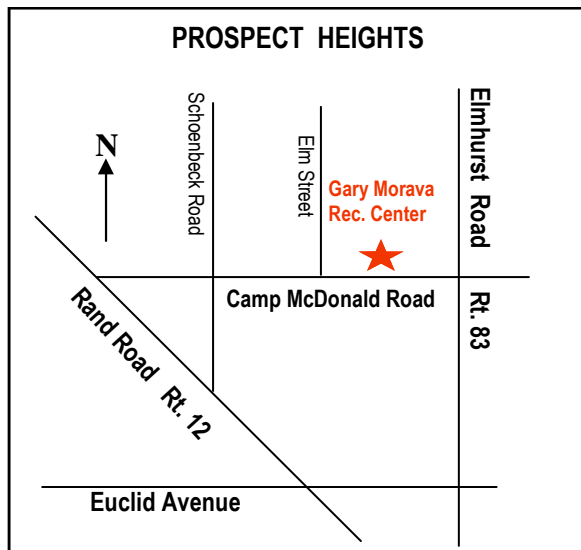
If you receive this newsletter you live in the Midwest Region and Fox Valley Division of the National Model Railroad Association or NMRA. The Fox Valley Division (FVD) includes all of McHenry and parts of Cook, Kane, and Lake Counties in northeast Illinois. About 230 members of varied ages and modeling 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 monthly meetings are held September through May at the Gary Morava Center in Prospect Heights from 1:30 to about 4:00 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 monthly meetings. To promote the hobby of model railroading, the FVD sponsors and runs the 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 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 and bring a friend. We'd love to see you. Also visit us on the web at:

www.foxvalleydivision.org.

Questions? Contact FVD Superintendent, Jeff Jarr, or any FVD Board member listed below. We are here to help!



- The FVD's monthly meeting is at the :
Gary Morava Recreation Center
110 Camp McDonald Road
Prospect Heights, IL. 60070
- Our regular meeting time is:
1:30 to about 4:00 p.m.
- 2014 – 2015 meeting dates, contest and clinic info are on page 6 of this newsletter.

FVD web site: www.foxvalleydivision.org

FVD mailing address: Fox Valley Division
Midwest Region-NMRA
P.O. Box 1535
Arlington Heights, IL
60005-1535

Fox Valley Division Board Contact Information

Superintendent, **Jeff Jarr**
jjarr@comcast.net 773-286-8755

Ass't Superintendent, **Bob Shlemon, Jr.**
shlemonjr@gmail.com 773-334-4208

Chief Clerk, **Leif Hansen**
mudhen454@att.net 847-437-7124

Paymaster, **Tim Kleimeyer**
kleimeyert@comcast.net 847-426-4732

Achievements & Contests, **Jim Landwehr**
Jlandwehr901@yahoo.com 847-577-7984

Clinics—position open

Membership Promotions, **Mike Hirvela**
mhirvela1@gmail.com 847-360-9579

Membership Services, **Bert Lattan**
nswnmra@comcast.net 847-295-7959

Public Relations & Webmaster, **Jim Osborn**
FVDWebsite@comcast.net 815-578-8315

Publications—Semaphore Editor, **Walt Herrick**
waltherrickjr@gmail.com 815-355-2003

Ways & Means—High Wheeler, **Jeff Jarr**
jjarr@comcast.net 773-286-8755