



Chicago & North Western Historical Society **MODELER**

Volume 12, Number 4

April 2021

**Flambeau Faux Bilevels
Diner 6953 in N**



Photo Gallery

...and more

Bill of Lading

April, 2021

Masthead

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An Invitation to join the CNW Historical Society

The CNWHS is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the C&NW and related roads. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the CNW. Currently the Society has close to 3000 registered members. Members regularly receive a variety of information including a quarterly publication: NWL.

North Western Lines (NWL) is dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original CNW source material. This publication makes otherwise unobtainable data available to the membership at reasonable cost. Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the CNW with a legitimate, respected voice in the railroad and historical communities. By working together, individuals interested in CNW are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with CNW and affiliated railroads.

The Archives Committee of the C&NWHHS is very active and maintains a large collection of the C&NW and related roads. For more information see the CNWHS web site.

Merchandise related to the C&NW, as well as back issues of NWL, Car kits and structure kits for modeling are offered through the CNWHS web site.

Chicago and North Western Historical Society Modeler is a publication of the CNW Historical Society (CNWHS) for the purpose of disseminating CNW modeling information.

An Illinois not-for-profit Corporation dedicated to preserving the legacy of the C&NW and its predecessor & successor roads since 1973.

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Apologies if I have inadvertently omitted anyone. Any person left out is entirely the fault of the editor.

THE INAUDIBLE AND NOISELESS FOOT OF TIME

by Michael Mornard

-- Shakespeare, "All's Well that Ends Well, Act 5, Scene 3

Well, I don't know what ol' Willie had in mind, but the "inaudible and noiseless foot of time" has kicked me right soundly in the head this time around.

I apologize most sincerely for the lateness of this issue, and for its rather small size. I will make no excuses. The small size is because I desperately wanted to get this issue OUT, so that by I can start working to get back on schedule. I truly hope to be back on a quarterly schedule by October of 2021.

The fault, and blame, is entirely, 100% my own.

And once more, I'd like to reiterate that this is YOUR magazine. I can only publish what you submit. Also, don't hesitate to let me know what you would like to see, as well. The thing you are looking for may well be the thing somebody is working on right now.

Please submit all materials in Microsoft Word, .doc or docx format, to michael.mornard@pobox.com
Photos may be included, or attach them in a separate Email and mark the article for where you want the photos – "Photo 1 here," etc. A docx document is usually able to include the photos in the article because they are more compact than doc format documents.

Thanks.
Michael Mornard

FALSE ROOF BILEVELS 2

DINER #6954

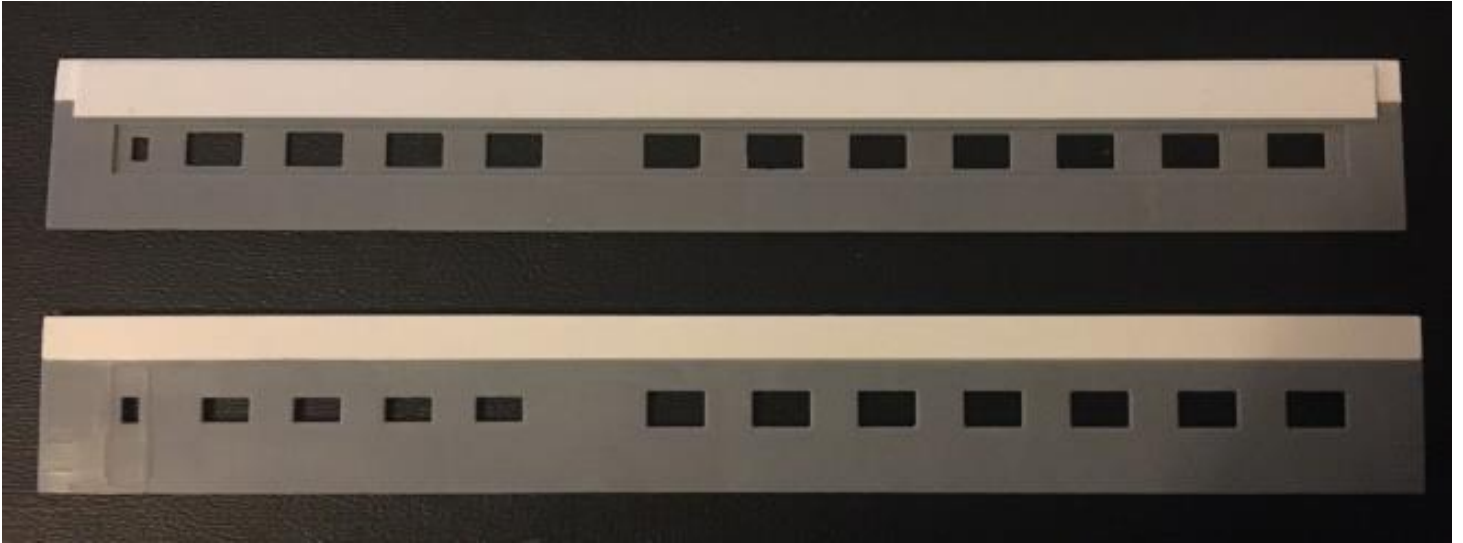
By David Prawdzik



In 1958 C&NW sent four "400" Streamline cars to Pullman Standard to be rebuilt into False Roof Bi-Levels. They sent Two RPO-Baggage-Tap/Tavern/Lounge cars #7601, #7602 along with two Diners #6953, #6954. They were converted at this time to use HEP for Heating, Air-conditioning and lighting from the E or F units HEP power generators that replaced the steam generators. I researched this project for over a year. I want to thank CNWHS, Midwest Transportation & Development Corporation and others for information/pictures.

This is how I Kit-Bashed/Constructed Diner #6954. This project started from a Des Plaines Hobbies CHICAGO AND NORTH WESTERN "400" DINER KIT.





Luckily, I didn't have to change the windows or doors like on Tavern/Lounge #7602. I added two hundred thousandths of an inch (0.200") to the height of the sides. The upper part of the picture above shows the interior of that side. Note the reinforcement strip to strengthen the joint.

Below we see the added height to the ends and added bracing for the car sides. Rather than trying to precisely cut the extensions to the ends to fit the roof contour, I made them oversize so I could shape them to match the roof once it was installed.



Here we see the basic body assembled. Note the bracing not only on the extensions, but at the corners. Make sure that all four corners are square.



Once the body assembly was square, cemented, and dried, I glued on the roof, making sure to get a tight joint. After it was dry, I filed the ends to fit the roof contour. (Sanding particles still showing on photo of end.)



After assembly, the next step was to drill grab iron holes.



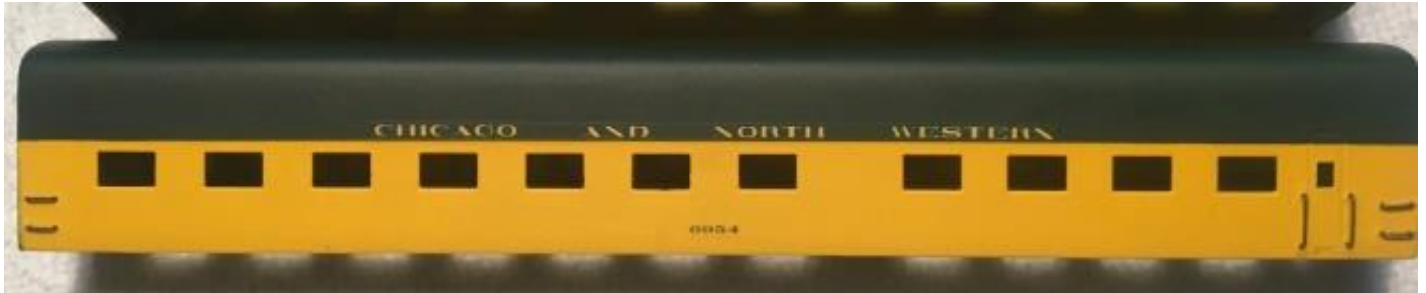
To make sure the extensions were blended into the sides, I filled in the areas with putty and sanded it down. I took my time on this, pausing to reprime and add putty before my second sanding pass. Here we see the side with the first application of putty, and then the finished side after the second filling and sanding pass.



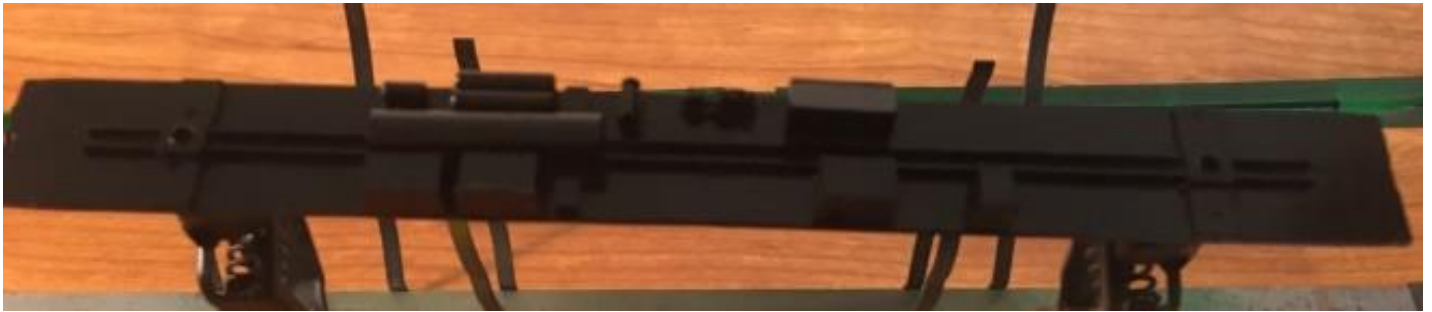
I used Tru-Color C&NW Yellow and C&NW Green. Here we see the painted shell ready for decals, grab irons, and the flat finish.



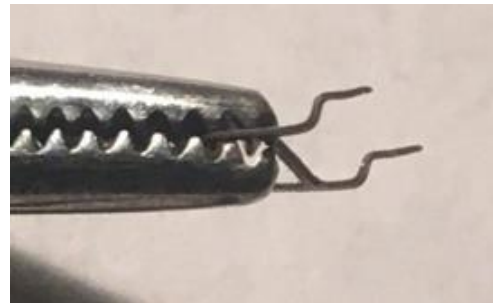
I formed my own grab irons. Here is the beginning of the installation process.



After installation of grab irons, I applied decals. After they dried I applied a flat finish.



I added underbody detail and painted it flat black. I painted the window glazing with Tamiya clear green, and once again used Gold Medal Models etched stirrups, which I modified to install from inside the shell.



This is how it looks with window glazing installed.





And here's the finished model of Diner number 6954 with American Limited working diaphragms installed and Micro-Trains 4 wheel passenger trucks.

PHOTO GALLERY

Here's another project from Clair Downs – a nicely done SD45, C&NW original series with no dynamic brakes.



The roof looks just as good.



Clair says, "I need a little touchup to paint and weathering but otherwise done. I chose 962 because of how dirty it was. I used a picture from the 2006 number 1 issue of NWL, page 38, as a guideline and wanted to see if I could replicate it. I think it turned out pretty good."

Yeah, we think so too.

Keith Rapley from the Emerald Coast Garden Railway Club in Florida has sent us this picture of his 1/29 scale (!) scratchbuilt model of the De Kalb coaling tower. The model really captures the massive size of the prototype.

Did I mention that Keith made the coal chutes work?

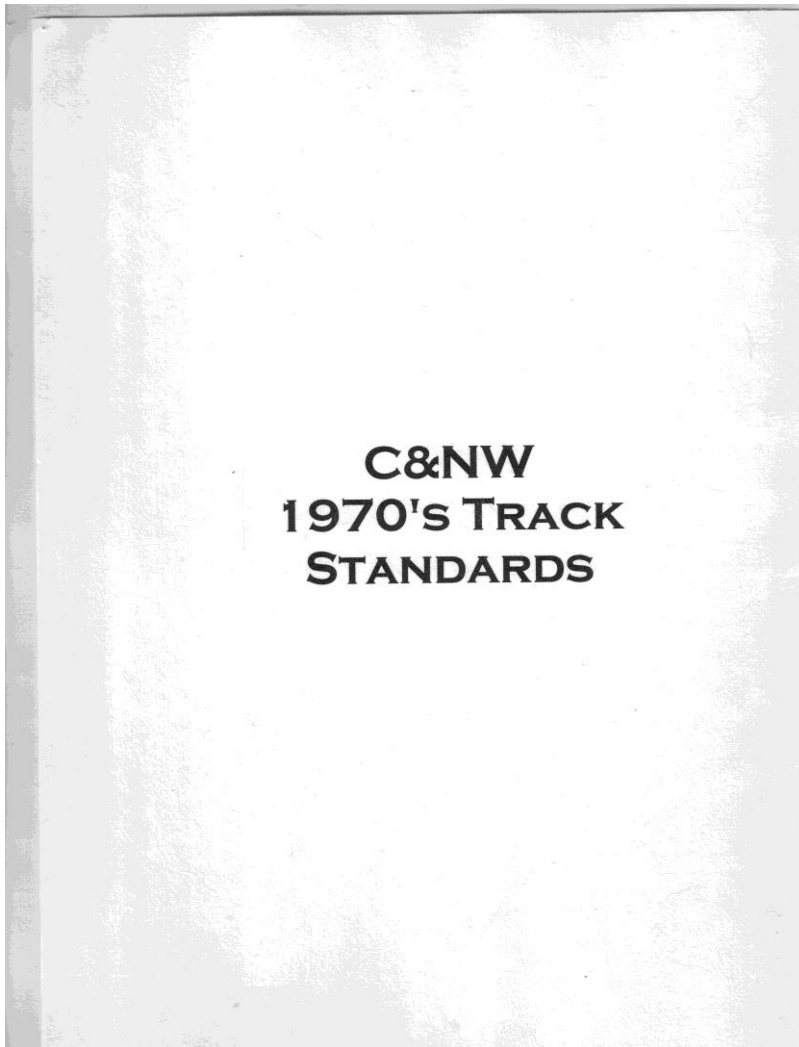


MODELING FROM THE ARCHIVES

by Michael Mornard

Class of Track by Location

Last issue, I showed diagrams from our Track Standards books reprinted by the CNWHS. This month I have some supplementary information from another track standards book, this one from the 1970s. This is the cover.



The first interesting piece of information is a page discussing tie spacing per 39 foot section of rail for Primary, Secondary, and Branch track.

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CLASS OF TRACK	LENGTH OF RAIL IN FEET					REVISIONS		
	28'	30'	33'	37'	39'	Letter	Date	Description
	NUMBER OF TIES PER RAIL							
PRIMARY-Main lines	17	18	20	22	23	P		20.3" 154
SECONDARY-Main lines	16	17	19	21	22	S		21.2 147.4
BRANCH & Other main lines	15	16	18	20	21	B		22.4 140.7

Primary main lines are Class "A"
 Secondary main lines are Class "B"
 Branch & other main lines are Class "C" } As shown on Page 4
 C.E. 22502 Standard
 Book of Track Plans.

INSULATED JOINTS 11525 lb. rail
 Center 1 tie under rail ends.
 Center 1 tie 18" each way from rail ends.

INSULATED JOINTS 112 lb. rail and less,
 Center 1 tie 9" each way from rail ends.

Ties under skirtless joint bars, 24" or 36" shall be placed
 to provide either a supported or a suspended joint.

Ties under joint bars with a skirt shall be placed to provide
 a suspended joint.

When major tie renewals are made in connection with out
 of face surfacing, locations having one tie per panel more
 than indicated in table above will not be respaced to com-
 ply with this plan if present spacing is uniform.

C. & N.W. SYSTEM
STD. CROSS TIE SPACING FOR
VARIOUS CLASSES OF MAIN TRACK

Chief Engineers Office Chicago, Illinois
 April 7, 1953 Scale-None
 Drawn by W. A. R. Checked by T. H. B.
 C.E. 23046 ☐☐☐☐☐

Recommended L. R. Lampert
 Chief Engineer - Maintenance

Approved B. A. Meyers
 Chief Engineer

I did some calculations, and found that Primary tie spacing is 20.3" center to center, Secondary is 21.2" center to center, and Branch tie spacing is 22.25" center to center. In HO scale, this means that a 3 foot section of track should have 154 ties if Primary, 147 if secondary, and 141 if Branch track.

The other interesting contribution this book had is the following table listing Primary, Secondary, and Branch lines by location. Interesting that the book uses "Primary, Secondary, and Branch" on one page, and "Class A, B, and C" on the other.

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CLASSIFICATION OF LINES FOR STANDARD ROADBED AND BALLAST SECTIONS

CLASS "A"

Chicago to Council Bluffs via Linn County Cut-off
Nelson to Peoria and Madison, Ill.
Rockwell Street and 16th Street Lines
Chicago Shops to Canal, Evanston
Chicago to St. Paul via Clinton Junction
Harvard to Janesville via Beloit
Afton to Evansville via Footville
Chicago to Green Bay via Sheboygan Cut-off
Wisconsin to Ishpeming via Fond du Lac
Proviso to Tower BJ via Freight Line
Tower "K0" to Lake Bluff
River Junction to Valley
Wisconsin to Wyeville
Duck Creek to Ashland via Rhinelander
Powers to Hurley
Escanaba to Antoine
Eau Claire to Duluth
St. Paul (Western Avenue) to LeMars
Missouri Valley to Sioux City
California Junction to North Omaha via Blair
Blair to Fremont
Minneapolis to Peoria via Mason City

CLASS "B"

West Chicago to Williams Bay
Tower B-35 to Rockford
Sycamore to Spring Valley
Des Moines to Lake Crystal via Eagle Grove
Otis to Beverly via Cedar Rapids
Oskaloosa to Albia
Belle Plaine to Sanborn
Albert Lea to Ft. Dodge
Eagle Grove to Hawarden
Tama to Jewell
Eldora Junction to Alden

RECOMMENDED

R. J. Reid
Asst. Chief Engineer-Maintenance

Tara to Rolfe
Wren to Iroquois
Maple River to Onawa
Sioux City to Norfolk
Elkhorn Junction to Irvington
South Omaha to Arlington
Fremont to Superior
Fremont to Casper
Norfolk to Winner
Dakota Junction to Belle Fourche
Wyeville to Rapid City
James Valley Junction to Aberdeen
Sioux Valley Junction to Watertown
Agate to Mitchell
Hopkins to Madison, Minn.
Northline to Spooner
Trego to Ashland
Monico to Watersmeet
Stager to Crystal Falls
Rosemere to Merrillan via Appleton
Sheboygan-South Yard to Roths via Pass Line
Oshkosh to Hortonville
Janesville to Fond du Lac
Chatfield Junction to Chatfield
Medary Junction to La Crosse
Belton to Madison
Kenosha to Bain

CLASS "C"

All lines not included in Classes "A" and "B"

CHICAGO AND NORTH WESTERN RAILWAY COMPANY
Chief Engineer's Office, Chicago, Ill.
February 14, 1963 G.E. 27021
This Statement supersedes C.E. 22502

APPROVED

B. R. Meyers
Vice President and Chief Engineer

This list is extremely valuable in matching up the location to the class of track.

I no longer remember where I got this book. However, I did somehow acquire two copies, so I am in the process of donating the second copy to our CNWHS archives. I hope people will find it useful.