

# Waybill

*Mid West Region NMRA – Fall 2006*



## President's Report

by Gary Children, President MWR

Well another National Convention has come and gone. We had a great time in Philadelphia. There was a lot to see, and they had a great transportation system to help get tourists around the city. We got to see many of the important things that started in this city, along with the 4<sup>th</sup> of July fireworks. And after the fireworks show, nature supplied its own show. I don't know how the Mummies can do a parade with all those fancy costumes.

I was able to go on one fairly nice layout tour in New Jersey. The countryside ride was pretty nice on the way. They had three first-rate layouts. All of the hostesses were kind enough to provide us with cookies and other refreshments.

We were able to take in the Cement Tour in the Lee High Valley on Friday. But, we missed the train show in order to take in this spectacular tour. We were taken 250 feet up into the air on the Hercules Cement plant elevator. And it so happens that our tour guide was able to get us into the LaFarge Cement plant as well. Even better, we had the opportunity to visit the Cement Museum, and learn how the beginnings of cement making began and how it has evolved to be used with today's technology. We also took the opportunity to visit the Historical Railroad Museum in an actual railroad station.

Now for the important things: meetings. The first meeting was the Regional Advisory Council (RAC). Region presidents and appointees were among the attendants. The past president, John Roberts, and the new vice president, Dave Liesse, as well as the assistant secretary of the NMRA sat in on the meeting. Some of the topics that were brought up

included national board meetings and getting the information from these meetings to the regions. There was some talk about the monies that the NMRA sends back to the regions. The NMRA didn't properly plan the process and they will be looking at a better way to handle this situation. A heated topic involving the US and Canadian NMRA and how the money gets split, because part of it is in the US and part of it is in Canada, was resolved by the end of the meeting. I thought that the timing of this meeting could have been a little better planned, because it was held in the afternoon rather than the evening which prohibited me from taking an all day tour.

The second important meeting was about the National Convention that will be held next year in Detroit, Michigan then Anaheim, California, the following year being in Hartford, Connecticut, and the 75<sup>th</sup> Anniversary of the NMRA being held in Milwaukee, Wisconsin in 2010. Reid Kahrs, the convention chair, Diane Gallegos and I will be co-chairs of the 2010 National Convention in Milwaukee.

Since this was the first convention that national put on, they financially took care of handling all of the transportation and convention memorabilia. This year's convention in Philadelphia it had its good points along with its bad points. Hopefully what was discussed at all of the meetings at the National Convention will be put to good use in the future. It was good to see that both national and regional worked together to put the convention on. As more national conventions are held, national is realizing that the local people know their areas and they need their input for planning these events.

I know the cost is high to attend a National Convention, but this is because the locale dictates the prices and rates. I think the things that you learn

from clinics and tours as well as the people you meet make up for part of this cost. As an example, on the cement tour, the gentleman I sat next to was raised in the Lee High Valley and was able to give me a history of the area.

As in all conventions, it's the volunteers, whether local or from other areas of the country, that help make the convention. Many of our Midwest members that attend the conventions end up working in one place or another and I really thank you for helping out. This year I worked in the silent auction as a volunteer.

I hope when the NMRA convention comes to Milwaukee that we can count on volunteers from our region to help out whether it's just one day or all week. This includes people with layouts, people who want to do a clinic, and many other jobs that need to be taken care of when having a convention. Contact the chair or the two co-chairs to volunteer in whatever capacity you can. Reid, Diane and I were able to talk to the people who will be putting on the convention in Detroit and Anaheim and got some ideas for the Milwaukee convention in order for us to put it together a little easier. We will also be getting the NMRA booth for these conventions. Since the Milwaukee convention will be the 75<sup>th</sup> anniversary, we are hoping to put on as good of a convention as we did in 1985. I would like to see both scale and tin plate layouts at the convention. Most conventions that I have attended you are limited to what scale of layouts you can see. In Milwaukee I would like to see this open up for everybody. Remember this is the birthplace of the NMRA and as Midwest Regioners we will show them some good old-fashioned Gute Zeit (German for good time).

There was one sad event that took place before this National Convention. Four weeks before we were scheduled to leave for the National Convention, a good friend of mine, Gary Large, passed away. We went to the last six National Conventions together. He and I drove to all of the conventions so that we could see the sights and railfan along the way. I was lucky that another friend on such short notice was able to step in and attend this convention with me. This was his first convention since 1985. His name is Calvin Krasonya. Thanks Cal.

Just to give you a little bit of an update on my layout, I have been doing some kit bashing on my s-scale cars. I am cutting them down from 50 footers to 40 footers. Because of the size of my layout, I cannot have too many 50-footers. There are four special 50-footers on the layout which are the military cars honoring our troops that the WSOR painted up. Here's a tip, which I didn't think of right away when I did the traffic lights, I am adding lighting to the buildings. So far, even though the buildings are already put together, they all work.

I hope you all had a good summer before you know it, fall will be upon us. Time to start thinking about division meets and train shows. If you've never seen what a national convention is, the guys from Detroit will be at Trainfest. You can talk to them and find out about a national convention. The good thing too, Detroit is only a day's drive away. They promise that parking will not be as expensive as Philadelphia was this year. And remember, model railroading is fun!

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### **For those Divisions that don't have a website, please note:**

Green County (WI) Model Railroaders are planning their 28<sup>th</sup> annual Model Train Show and Swap meet in Monroe WI at the Community Expo Center from 10am-4pm on September 23-24.

Badgerland S Gaugers Model Train Swap meet at the Knights of Columbus Hall in Greenfield WI will be held on September 28 from 8am-Noon.

⊗



## **TRAIN GUYZ**

Hank Brown  
622 Oak Street  
Cottage Grove WI 53527  
(608) 839-4939  
E-mail: [trainguyz@charter.net](mailto:trainguyz@charter.net)

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# Division Schedule

For schedules go to individual Division websites located at: [www.mwr-nmra.org/mwrmap.html](http://www.mwr-nmra.org/mwrmap.html)

*No, your eyesight isn't going, yes the Waybill has less pages, and the type size is also little smaller.*

*The Board of Directors have passed along a cost cutting decision, to enable the Region to save money on printing costs.*

*You can also help the Region save a little more money, by viewing the Waybill online, to help defer mailing costs (See Waybill subscriptions)*

*If you need to find out information about a specific Division, within our Region, you'll need to log on to the internet, (all local libraries do have free internet access), and go to [www.mwr-nmra.org/mwrmap.html](http://www.mwr-nmra.org/mwrmap.html), where you will find separate internet pages for each Division. You will also find contact numbers to call, if the information is not on their Division site.*

## For Sale

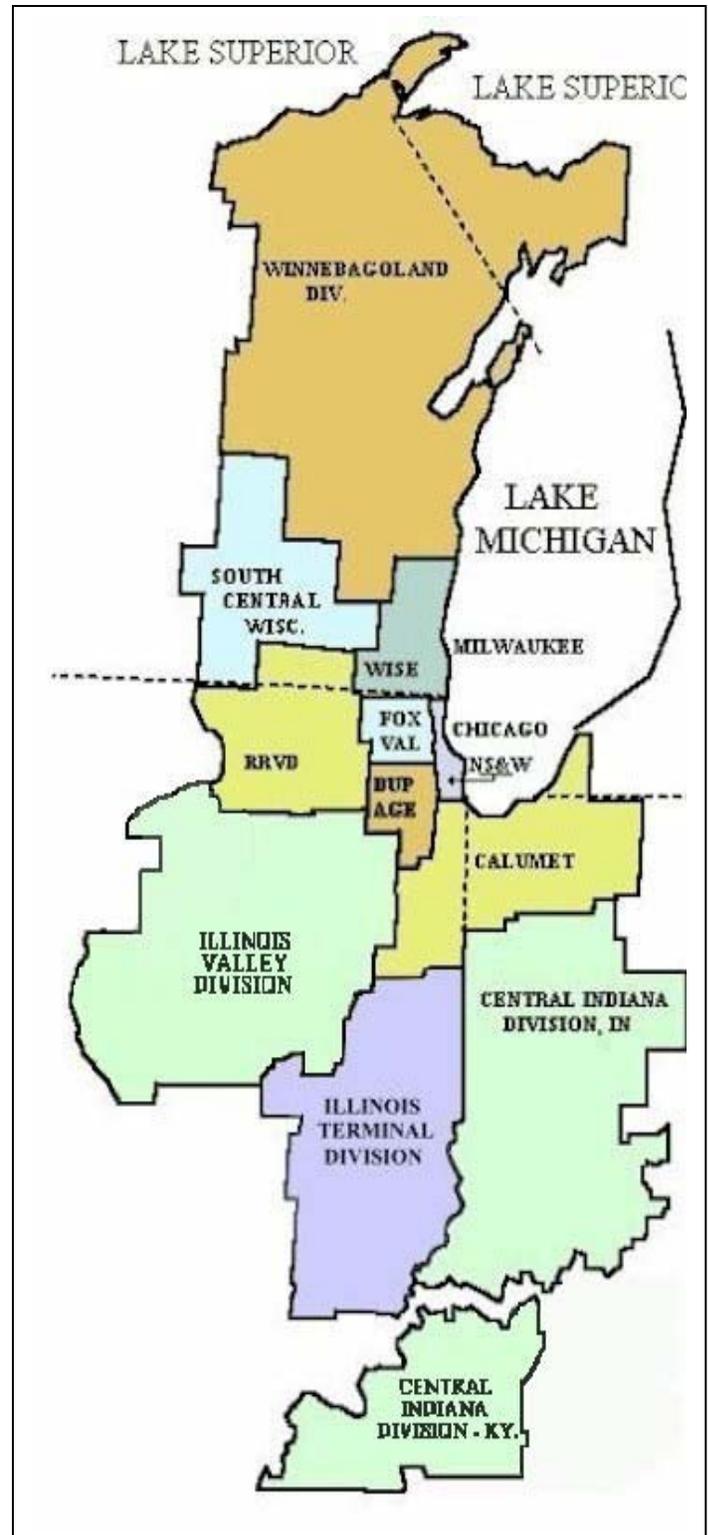
Selling entire private collection of 1,500 HO plastic freight cars, including many historical society issued cars. Also includes first 10 issues of the NMRA Collector series kits in duplicate. NMRA journals from 1993 thru 2001; PRR Keystone 1996 to present; B&O HS and C&O HS & WMHS society journals. Reading T&HS Bee journal & BRHS journals; and a map or Burlington /Great Northern System in 1950's 32" x 18". Numerous RR steam photos; some stocks and bonds.

Items available on spreadsheet by e-mail:

[j.e.whartoniv@dowcorning.com](mailto:j.e.whartoniv@dowcorning.com)

or requests to:

John Wharton  
3266 Lakeside Drive  
Sanford, Mi 48657



# Waybill Schedule

Waybill current schedule:

- Fall (September, October, November)
- Winter (December, January, February)
- Spring (March, April, May)
- Summer (June, July, August)

Deadline for submission to each issue is listed for the month previous to publication:

- August 15<sup>th</sup> for the Fall issue
- November 10<sup>th</sup> for the Winter issue
- February 10<sup>th</sup> for the Spring issue
- May 15<sup>th</sup> for the Summer issue.

Submissions to: [waybilleditor@charter.net](mailto:waybilleditor@charter.net)

## Introducing the best deal in model railroading.

Join the NMRA for 6 months for just \$9.95!

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- ◆ Experience the fellowship and fun of getting modeling help and discussing the hobby with other members in your area
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- ◆ Get admission to local model railroad meetings and events
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Visit [www.nmra.org](http://www.nmra.org) to see what you're missing!

**Sign me up!**

Fill out this form, include your payment of \$9.95 (U.S. funds only) and mail it to: NMRA - Rail Pass Membership, 4121 Cromwell Road, Chattanooga, TN 37421-2119. Or sign up online at [www.nmra.org](http://www.nmra.org).

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\*Rail Pass offer is good in the U.S. only and is for new members and those who have not been NMRA members for two years or more. Individuals can only join at Rail Pass rates one time; membership renewal will be at the regular membership rate. Rail Pass members can vote, attend conventions and participate in contests, but cannot hold office and will not receive a New Member Pak.

For information on Region Elected Officials, Committee Chairs, and Division Superintendents, consult our website at:  
<http://www.mwr-nmra.org/>

## Waybill Subscriptions

### Electronic Delivery

Send an e-mail to: [mwrsecy@comcast.net](mailto:mwrsecy@comcast.net) with your name, e-mail address, NMRA number and division. Use "Electronic Delivery Subscription" as the subject of your e-mail. Or, if you are reporting a change of e-mail address, use "E-Mail Address Change" as the subject of your e-mail.

### Mail Subscriptions

Subscribe for one or two years when you join the NMRA or renew your membership. A one-year subscription is \$6.00; a two-year subscription is \$12.00. New and renewal membership forms are available from the membership coordinator for your Division or from the NMRA website at <http://www.nmra.org/>. The website offers both online and mail-in options.

For more information about electronic delivery and regular mail subscriptions, visit the Midwest Region website at <http://www.mwr-nmra.org/>.

## Waybill Advertising

At the last Board of Director's meeting, the MWR Board approved the submission of advertising for placement in the Waybill.

The deadlines for camera ready ads will be the same as the copy deadlines stated above, (*please submit by e-mail if possible in MS Word format*). If you need ad composition, please contact the Waybill editor. Railroad related advertising only will be accepted for publication.

Advertising rates/year are as follow:

Full page	\$100.00
Half page	75.00
Quarter page	50.00
Business Card size	25.00

# MWR Achievement Program

by Bill Myers, MWR AP Manager

With this coming fall season, we hope the back-to-modeling fever brings a renewed interest in Achievement Program participation. At that same time, the administration of the region program will change as Marvin Preussler replaces me as the Region Program Manager. After the first day of September, all paperwork for Achievement Program Certification, all requests for Golden Spike Certificates, and all requests for Merit Award Certificates should be sent directly to Marvin.

I will re-emphasize some of the requirements for program participation. Participants might want to make a checklist to guide them in preparation. Of great importance is to familiarize yourselves with the requirements of each category of the program that you are interested. All categories are very well described and requirements are listed in the Achievement Program link at the NMRA website. This website also includes all forms needed for participation. If, by chance, you are one of the few members not having access to an online computer, either ask a friend to download and print the information, or ask Marvin to provide it to you. It is important that you use the latest forms available.

In filling out your forms, be sure to complete all entries. Be sure that you include your current NMRA membership number and the date it expires. Applications cannot be processed for persons not currently members. The national program manager has asked that at least two months membership remain at the time the applications are submitted. Also be sure that persons judging your entries or witnessing your applications provide a current (as the date they sign the forms) membership number.

Keep a copy of the entire package for yourself until your application is approved and your certificate has been received. Permanent files of your package will not be maintained at the region level and should the package become lost, you will have the only copy.

If you need assistance in interpretations or judging assistance, go to your Division AP Manager or to Marvin.

Marvin Preussler  
2519 Henry St  
Sheboygan WI 53081  
920-803-9668  
[Mpreussler@milwpc.com](mailto:Mpreussler@milwpc.com)

I still have a few Merit Award Certificates to complete and return, (I have some help coming). I wish to thank each and every one of you for your patience during my tenure. Remember – as do all volunteers, the administering this program are doing so in their spare time, in addition to their work, family obligation, their own modeling, illness, vacations, etc., and are often spending their own money for supplies. Happy modeling!



## A reminder to all Region members.

This is a volunteer organization, and part of your responsibility to fellow members, is keeping up with, and communicating, meeting and events.

**It's all up to you.** To help defer some printing costs, the Region has stopped putting Division regular meet information in the Waybill. (*The Waybill will continue to print events that affect, or of interest, to all Region members.*)

As a Division member, you need to make sure that your Division web page is up to date. So take the time to check out your Division websites, and remind your Division webmasters, if you find out of date, or missing information.

None of us are getting any younger, and that, "Oh by the way", you casually mention at an event doesn't always imprint immediately in everyone's memory. So remember to follow up.

**It's all up to you.**

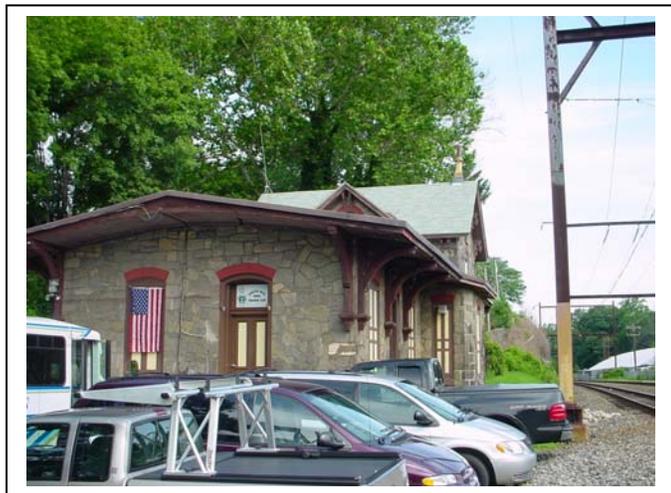
# Independence Junction

by Barb Rothwell

Philly was really a great adventure, or should I say, never a dull moment. For me, Philly was a trip down memory lane, as the home of my father and grandparents, and memories of taking the trolley to downtown Philly as a young child. It was also an adventure of seeing how much the place had changed, and what it had to offer in the way of railroading.

The visit to the Accessibility Layouts were great. It's something every NMRA convention should keep in mind as our membership ages, and also how we provide accessibility to attract new members.

The club layout was terrific, both inside and out. If you'd seen enough of the great model layout, you could step outside and wait for the real ones.



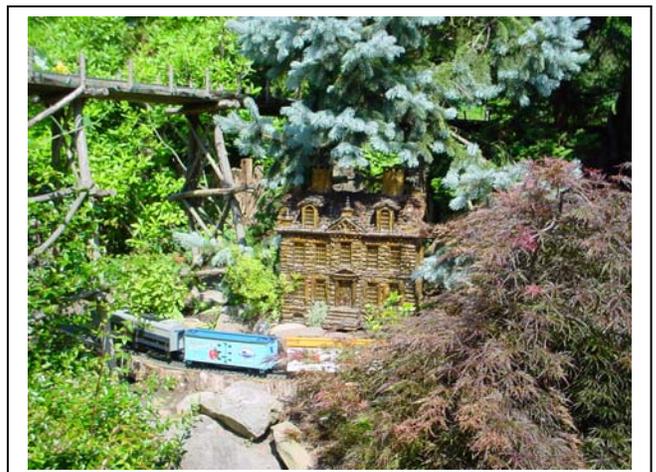
The rest of the tour was equally fantastic, and we really learned a lot about concealing wires at the second layout, using channels on the front of the façade.

I know that Gary talked about timing of meetings, and I'll admit the Editor's meeting could have been better timed, but at least I got to meet with other region editors, along with the new NMRA Scale Rails editor, Stephen Priest, Scale Rails publisher, Larry De Young, Scale Rails columnist Jim Zinser, and Tony Koester, to mention a few.



As for the rest of the convention itself, the timing for bringing in items to the auction room was very limited, the train show wasn't as large, or as with many diverse vendors, and the convention registration was down to 1300, (a far cry from the last national held in the MWR, - Madison was at 3,000), but all in all everybody seemed to have a good time. We did meet up with a lot of our old friends from previous conventions, and enjoyed renewing old friendships.

The best part of the Philly trip actually occurred after the close of the convention, at the Morris Arboretum's Garden Railway display, (which was not included by the convention). It's sad that people at the convention missed these great displays, (open from June 17 – October 9). The Garden Railway featured 61 buildings, waterfalls, tunnels and trestles, all made out of twigs, bark, vines, and other natural materials. It was truly a wonder to see. If you get to the east coast in the future, check out the arboretum website: [www.morrisarboretum.org](http://www.morrisarboretum.org), and see when they will be featuring the Garden Railway again. It's worth the side trip.

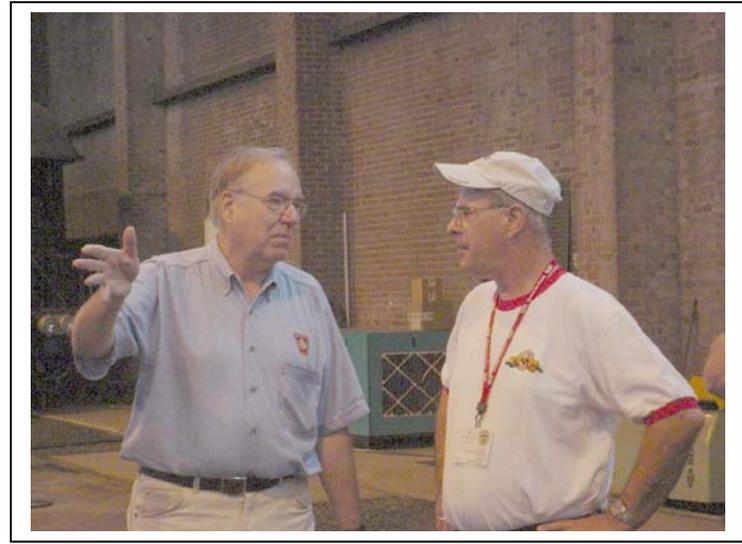


# Independence Junction Photos

New dance steps were learned from Paul and Kathy Mangan of the SCWD, while waiting to board the dinner cruise on the 4<sup>th</sup> of July



Owner Bennett Levin, and Bill Weber outside the Juniata Terminal discussing future expansions.



Outside of the convention "gate", our walkway to the convention activities. This wonderful old terminal was restored and now serves as the entryway into the Philadelphia Convention Center, and also houses the entry to the Philly subway, and underground shopping mall.

A real nice treat to the 90+ degree heat wave during the convention.

SCWD  
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