

Waybill

Midwest Region NMRA – Fall
2009



President's Report

By Bill Litkenhous, President, MWR

One of my railroading/model railroading activities is volunteering at the Salem, IN Depot Railroad Museum. This facility is a reproduction of the Monon Railroad's former Salem Indiana Depot that was constructed to serve as a place to display artifacts from the railroads, particularly the Monon Railroad. A model railroad display has also been constructed in the basement of the museum depicting the Monon Railroad as it appeared in Washington County fifty years ago. Also part of the display is a former Monon Railroad wooden caboose that has been restored and is open for viewing.

We have been working on the area around the caboose and one Thursday in July we heard the familiar whistle of the daily train that passes by the museum. I proceeded up onto the platform of the caboose to get a better view of the train as it went through town. It was a northbound INRD (Indiana Railroad) train with SD90's no. 9001 and 9003 on the head end pulling about 30 empty potash covered hoppers.

Now, normally this would be just an every day event of little note, but several days later I found out different. This was the LAST train to run over this line. No more would I see trains in Salem or in my home town of Bedford. No more would I be able to stop my car, get out my camera and take pictures of another train. The rails are just getting rusty now.

I had done just that several weeks earlier, following the northbound train from Salem to Orleans and Mitchell on my way home. Because the line has a ten (10) mile an hour speed limit, following the train was not difficult, the only problem being not to get too far ahead. I was lucky enough to get several good photos of the train as it was passing the Monon semaphores in various locations. One of these photos was taken at Leipsic where the semaphores are both on the same side of the track, a unique arrangement.

I don't know how many more of us live in areas where rail service is in jeopardy, but it behooves all of us to keep our

cameras ready as next week the opportunity may be gone. One of my activities is my own model railroad layout, the Bedford Industrial Railroad. This layout is an adaptation of an Atlas L-shaped switching layout. I use it to test most of my rolling stock that I take with me to Model Railroad clubs. I am also using it to work toward Achievement Program (AP) certificates. I have almost completed all the requirements for the Electrical Engineering certificates, basically just needing to do the paperwork and have someone inspect the work. I am also working toward the Golden Spike Certificate but have not been finding the time to construct the buildings required for the certificate.

I would like to encourage all members to work on the AP program. It is a rewarding program and it makes us all better modelers when we have to figure out how to do the items required in each area. Check the NMRA web site to find out what is required for each area. I have found this to be an interesting area of model railroading and well worth the effort.

Another area of interest to me is railroad signals and I have done some research into the signaling on the railroads. Now I have not become an expert on signals by any stretch of the imagination but I have learned enough to allow me to put together a simple clinic explaining the basics of railroad signals. On Thursday, August 13th I was invited to give my presentation to the Southern Indiana Model Railroad Club in Jeffersonville, IN. I had a good time at the meeting and I think that the membership enjoyed the clinic.

I have been attending this club's meetings since early this year. I know, Jeffersonville is not in the Midwest Region but Bedford is barely in the region. If I drive 20 miles southeast I am out of the region so I participate in both the Midwest Region and the Mid Central Region activities. I also subscribe to the Division 8 Pie Card publication so that I know what is going on in the adjacent division. I receive information from both regions and divisions. I will be sharing some of their activities in future letters. And until then, happy Model Railroading.

The WAYBILL

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SUBSCRIPTIONS

Electronic delivery is free to all members of the Region. Send an email to mwrsecy@mwr-nmra.org with your name, email address, NMRA number and Division. Use "Electronic Delivery Subscription" as the subject of your email. For change of e-mail address, use "E-mail Address Change" as the subject. Regular mail subscriptions are \$6.00 per year; \$12.00 for two years. To subscribe, complete the applicable sections of the NMRA Membership Application at <http://www.nmra.org/>.

CONTRIBUTIONS

Articles, photographs and artwork are encouraged in either hardcopy or electronic form. The editor uses Quark 4.1 as his publishing software on a Mac. Word documents are also acceptable, but please send the photographs as an attachment. Copy is due by the 10th of February, May, August and November and should be sent to the editor at the above address. Submitted material will be returned upon request.

ADVERTISING

Deadlines for camera ready adds are the same as for the copy deadlines. Please submit by email to the editor as a TIF or .jpeg. We accept only railroad related adds. Advertising rates are:

	yearly	or	per issue
Full page	\$100		\$35
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Editor's Column

Hard to believe it's almost fall. The summer went by so fast, plus with the cool weather (I'm not complaining) it really didn't feel like summer. My summer was taken up with some 1 to 1 modeling, remodeling two bathrooms. Like I said, the cool weather was a blessing. I did manage to do some railfanning, the most significant was a trip to trainfestival 2009 in Michigan. It was a great event, especially if you are a fan of steam.

I had not seen that many working steam engines at one time since the parade of Steam at Scranton as part of the 1996 NRHS convention in Lancaster Pennsylvania. I have always been fascinated by steam engines. They must be ingrained in my subconscious, but as hard as I try, I just can not remember seeing mainline steam, even though I am old enough. Perhaps it the smell of burning coal. My parents owned greenhouses heated with coal fired boilers.

Anyway the air in Michigan was pungent from the smell of all those coal (and oil) burners. Quite a sight. There was enough foam present to float the Queen Mary. In addition to

seeing the 4449 in Michigan, I went over to Franklin Park on Saturday. The following morning I went north of Techny, where the UP (former CNW) crosses over and set up my camera's (video, digital and slide). After watching the frogs jump into a nearby ditch, I noticed two people heading my way. At first I was afraid it would be someone coming to shag me off, but it turned out to be two similar minded railfans, escaping from the crowds at the grade crossing and trying to get the same shot as mine. After exchanging pleasantries we waited. Unlike railfanning of old, where all I had was my scanner, they were getting text updates from their friends as to where the train was and what was coming before it. Railfanning, like everything else, is going digital. Like I said, I still shoot slide film. With one processor remaining in the US, I may be part of



a dying breed. But there is something I like about looking at slides and keeping them organized by railroad in protective sleeves. And yes, I still have a phonograph and listen to vinyl records. Maybe that is why I model 1947. One definite advantage of digital is that it is ready for publication almost immediately, as you can see.

Gerry Leone, MMR NMRA Communications Director sent a report regarding the recent convention. Here is his report:

The Hartford Convention drew over 1,000 attendees and returned a surplus larger than the Anaheim and Detroit conventions combined. 28% of Hartford Convention registrants used online registration.

Volunteers at the NMRA Membership booth, headed by Jody Hendricks and "Doc" Robert Chait, signed up over 250 new NMRA members at the National Train Show in Hartford.

The RailPass program (\$9.95 for a six-month trial membership) is increasingly successful, with about 45% of those signing up for RailPasses converting to Regular memberships when it's time to renew. This is up from 35% at this time last year.

The first in a new series of NMRA Data Sheets is ready for publication. They'll first appear in Scale Rails and then be placed on a members-only section of www.nmra.org.

Wanted: Division and Region handbooks! A special committee is assembling a guidebook for Regions and Divisions and is looking for any existing handbooks to use as a guide. If your Region or Division has one, please send it to me, Gerry Leone, at nmra-infonet@earthlink.net. In addition, the book will also contain a listing of what Regions and Divisions have done to successfully raise money, increase membership, and revitalize. If you have a success story you'd like included, please email it to me.

Highlights from the Board of Directors meeting:

-Major topics included retaining and attracting members, reducing the cost of attending National Conventions, and moving the Howell Day Model Railroad Museum and Kalmbach Memorial Library to the California State Railroad Museum in Sacramento, CA.

-Treasurer Tom Draper reported that the NMRA is operating at a surplus through May 31, 2009. He also noted that membership remains steady at around 19,500.

-Revenues for Scale Rails were up this year, over the same period in 2008.

-The Board approved a \$1,000 fund to enable the Standards and Conformance Department to purchase products through normal retail channels, ensuring that all samples are typical of those being purchased by consumers. Models purchased through this program will be sold in the Silent Auction at the National Convention.

-The Board voted to end the "Patron" category since it closely resembled the "Sustaining" class of membership.

-Tom Draper will soon retire as Treasurer, to be replaced by Kevin Feeney, former Eastern District Director. Mr. Draper has taken over the duties of Marketing, Advertising, and Promotion (MAP) Manager.

-Nominations Chair Frank Koch stepped down and has been replaced by Standards & Conformance Manager Didrik Voss. The Nominating Committee is currently soliciting candidates for the office of Western District Director.

-The Board viewed a presentation of turning Scale Rails into an electronic publication. The Board has not yet made a decision about whether to explore this further. If you have any questions or comments about any of the above, please send them directly to a Board member or Officer. You'll find those addresses at www.nmra.org or in Scale Rails. And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net

IN MEMORIAL

HAMPTON ROTHWELL, past Superintendent of the South Central Wisconsin Division passed away on May 2, 2009. He was born on July 8, 1930 in Santiago, Chile. He moved to Wilmington, North Carolina, and graduated from North Carolina State in Electrical Engineering. After serving in the Army, he worked for General Electric in NY, where he also received his MBA. Later he worked for ITE in Germany, and Siemens International as a regional manager for 21 years on both the East and West Coasts. Upon retiring from Siemens, Hampton became the Director of Business Development for the State of Wisconsin. Hampton retired from state government after 16 years in 2005.

Hampton fell in love with trains as a child in Chile, where his father bought Pullman equipment for WR Grace & Co. in Chile, and spent a lot of years traveling by train whenever he could. Hampton was a member for over 20 years of the South Central Wisconsin Division of the National Model Railroad Association, and served on several boards related to international and business development. It was through that love of trains, travel and business that he gained a wonderful network of friends and deep friendships, all of whom were of great comfort and support during his last days. Hampton loved life and was an inspiration to many.



He loved to travel, a love that he shared with his wife Barbara.

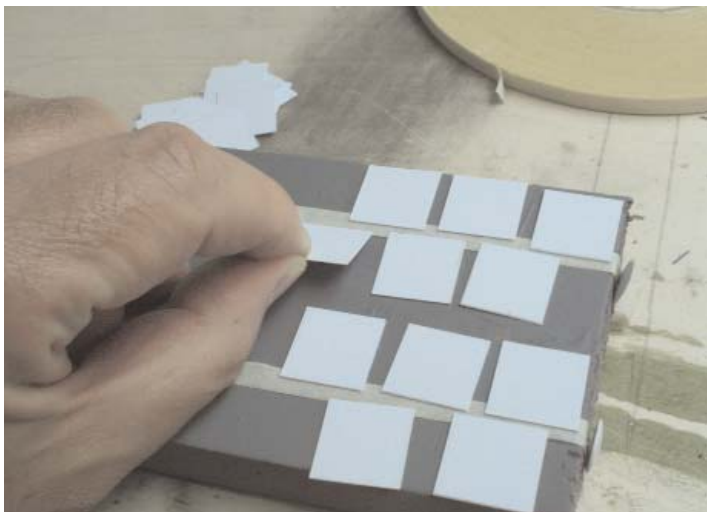
On May 2, 2009, Hampton, surrounded by loved ones, passed away peacefully at his home. He was a wonderful loving husband, father, and friend. He will truly be missed by his family, and friends.

The Frugal Modeler Roads, Driveways and Sidewalks by David Nelson

City streets and sidewalks tend to be even and flat, so commercial plastic concrete streets and sidewalks such as the Walthers HO "Street System" replicate this nicely. But the neighborhood sidewalks and driveways of my youth followed an undulating profile, where the slopes of the land, elm tree roots, and winter frost heaves caused concrete sections to tilt this way and that. Each gap between sections caused a bone-jarring crunch as we'd roller skate or ride our bikes and wagons. Something more flexible than flat plastic sheet is needed to capture that look.

I create more flexible (and yes, more frugal) concrete sidewalks, driveways, streets, and parking lots by cutting styrene into the appropriate sized "squares" (in quotes, because the length and width don't have to match.) The current municipal code for the city I model calls for residential sidewalks at least five feet wide. The very oldest sidewalks I remember were much narrower.

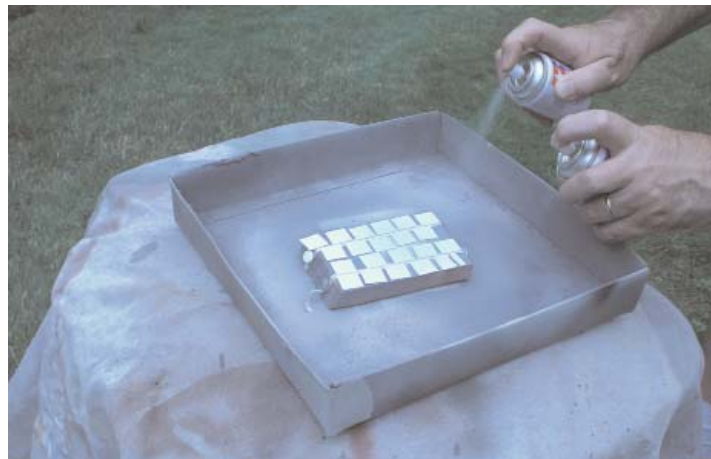
Once I have a supply of squares, I tack 1/4 inch masking tape, sticky side up, to a board, with the styrene squares held in place by the tape. I paint the board and squares outside with spray cans. I simultaneously apply two colors of Tamiya spray paints to get an aged concrete look: TS-68 (wooden deck tan) or AS-15 (USAF tan) and AS-16 (USAF light grey). Holding the well-shaken cans in each hand, circling the work, and alternating with bursts of tan and grey paint, captures the varying shades of older concrete.



Arranging the cut styrene "squares" on masking tape prior to painting. All photos by the author.

Once you have a collection of painted "concrete" squares, take a length of duct tape (I prefer black, but the gray/silver tape works), tack or staple it, sticky side up, on a flat wood surface. Slips of paper on the ends of the

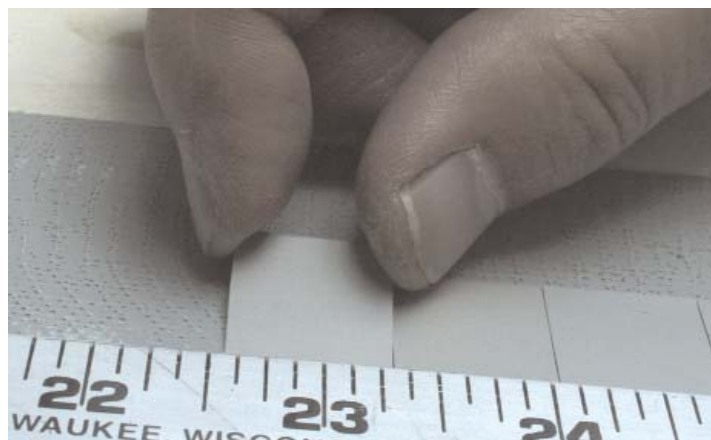
sticky surface will make it easier to handle. Place the plastic sections, painted side up, on the tape in a straight line, like a ribbon or string of dominos or Scrabble letters, with very slight gaps between them. A metal straight edge along one edge of the tape can keep the sections regularly spaced and parallel. You can get two lengths of sidewalk out of the standard width tape.



Two fisted approach to painting.

For an interesting variant, take a plastic concrete section, scribe a slightly shaky or irregular line into it from side to side, and snap it in two. When joined together on the tape, taking care not to let white plastic show on the joint, it nicely represents a cracked concrete section. Such cracks tend to be roughly, but not perfectly, parallel to the end of the section.

If unpainted edges of the squares or that "cracked" edge show white, Testors' "aged concrete" weathering marker in set F3802 is a good match. Using a black marker on an edge can give a crack or gap better definition. Once your length of street, sidewalk, or driveway looks acceptable, take a knife with a fresh blade and cut away the visible duct tape. Take care not to gouge or cut the plastic. Lift up your sidewalk or street, which will droop limply. It may be necessary to use a scissors to trim up



Laying out the painted squares along a straightedge on duct tape.



A completed section of sidewalk ready for installation.

some of the duct tape or threads at the ends and sides. Again, be careful not to cut into the plastic.

Now you have a ribbon of concrete sidewalk, road, driveway, or parking lot, ready for placement. A thin coat of liquid nails or adhesive caulk will hold the duct-taped sidewalk, street, or driveway in place. It can be as flat and even as any commercial product if the underlying surface is flat, but the real advantage to this method is that the tape-backed concrete segments adapt to uneven terrain in an interesting manner. For more extreme tilting to the side, such as at a tree root, cut partly into the tape between segments. A bit of adhesive and green ground foam in the gaps will model the weeds and grass that so many old sidewalks have.



Completed sidewalk easily replicates the undulations of the ground and upheavel due to tree roots.

Midwest Region Achievement Program Report by Marvin Preussler- MWR AP Manager

I am happy to report that there has been a great deal of

activity from our members. Members continue to take part in the Achievement Program all over the Midwest Region. One thing I just found out recently is a better, more clear way to print out the SOQ's and Record and Validation forms. Let me start out that I consider myself a model rail-roader/ model builder first. I am not a "computer geek" but I certainly appreciate people who know computers like the back of their hand. I always talk with people younger and more knowledgeable than myself to find out some of the latest versions and updates for various programs. Anyway, I always had Adobe Acrobat Reader 5.1 on my computer for the longest time. Some issue came up when I could not open up a file that someone had sent me. I talked to one of my co-workers and he kind of laughed at me when I told him I had Acrobat Reader 5.1. He just said to download the newest version of it. He told me it was now up to 9.0. So I did that and my problem of opening those files disappeared. The other great thing that I discovered was when I went to the NMRA website to print out some AP paperwork, it now highlights the areas on the top section of the forms where it will allow you to type in your basic information- (name, address, NMRA number, etc). There is no need to print it all by hand. This should cut down on spelling errors (on my part) and make the forms more legible and more professional looking. You have to print them out right away. I don't believe you can save it, but I could be wrong on that too. (See sentence # 5 above) This may all be common knowledge to all of you reading this, but it was not to me. Anyway, take a look at the following list of activities from our members:

The following members received AP Certificates:

- Jim McQueeny- Rockford, IL AP Volunteer Certificate # MWR 848
- Donald Cook- Waukegan, IL AP Structures Certificate # MWR 849
- William Litkenhous- Bedford, IN AP Official Certificate # MWR 850

If you know these folks personally or see them at your next train show, be sure to congratulate them on their achievement. The bad news is that this is a somewhat short list of people this time around. But, keep in mind that this is the summer time and it is usually a good time to enjoy the 2 to 3 month window of nice weather. There is always plenty of time for model railroading during our extended winter months of October through May! The good news is that there is another six certificates awaiting approval from National at the time of this writing. So the list will be longer in the next issue. So I hope to be able to process more certificates in the near future as the National convention draws near. As always, work with your division Achievement Program Manager first, and if there is a problem, feel free to contact me.

Conventions, CONVENTIONS!

Many of the members of the steering committee for the 2010 NMRA national convention which will be held in Milwaukee attended the convention in Hartford this past July. While a lot of time was spent promoting Milwaukee, we all found time to partake in clinics, tours, operating sessions and special events. Although I can't speak for the other committee members, I think the Hartford group put on a good show even though overall attendance was down.

My wife, Marlene, and I took two layout tours, a prototype historical tour of railroad stations, and went on the dinner cruise on the Lady Catherine. In addition, I operated on the OPSIG (Operations Special Interest Group) traveling road show layout which was located in the OPSIG room at the convention center and a home layout.

Hartford was a nice city but was quite dead on the Fourth of July Weekend when we arrived. Everyone was gone for the holiday since this is primarily a commuter town. We also thought that the general interest tours and program was lacking.

As you know it takes a lot of VOLUNTEERS to run a successful national convention. We need your help to make the Milwaukee convention a show stopper. Attendees want to come to clinics offered by local clinicians that cover topics related not only to general modeling but to the railroads famous in the area. So those of you out there that can put on these types of clinics please email Skip Meracle at

qnmeracle@aol.com and let him know you're ready. Not a clinician, then we can use you to help at the clinics, at the tour desk, in the contest room, in the auction room, leading a prototype or layout tour, helping with the audio visual equipment or at 100 other jobs. You can work one four hour shift, a whole day, or several times during the week. Remember this convention reflects on the WISE division and the MIDWEST region, so let's get it done right! Milwaukee was the birthplace of the NMRA and people will expect that we can do it just a little bit better. If you can volunteer your time please email Al Lederman at n9rxd@sbcglobal.net.

If you have a layout that you would like to display at the National Train Show (Friday, Saturday & Sunday) at the Midwest Airline Center then email Harry Grieshaber at grieshab@gmail.com and we will pass this information on the NMRA person in charge.

If you don't have a computer, write me a note outlining what you might want to do and/or how much time you can devote. Send this to Ken Jaglinski 863 E Birch Avenue Whitefish Bay WI 53217 and I will pass it on to the appropriate committee.

We have a good group of layouts on tour, an excellent general interest program, and many prototype tours. Visit our web site www.nmra75.org to keep abreast of what will be happening as we move closer to July 2010. Looking forward to meeting you and working with to help or fellow railroaders enjoy their trip to Milwaukee.

Ken Jaglinski – Co-chair

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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 over 6 years or more. It includes a one day pass at Rail Pass rates one time membership renewal will be at the regular membership rate. Rail Pass members can earn, attend, and participate in activities, but cannot hold office and will not receive a New Member Plak.

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UPCOMING EVENTS

Reminder:

The next regularly scheduled meeting of the Midwest Region Board of Directors will be held Sunday, September 13, 2009 at the Fitchburg Community Center in Fitchburg Wisconsin beginning at 10:30. If you would like a copy of the meeting agenda, please contact Bert Lattan. For those arriving on Saturday, Paul Mangan suggests the Quality Inn & Suites, 2969 Cahill Main, Fitchburg WI (608) 272-7200. It is the motel closest to the meeting site.

September 12&13

Wisconsin & Michigan Model RR Club
23rd annual Show and Swap Meet
Marinette Catholic Central High School
1200 Main St Marinette , WI
Saturday 10-4; Sunday 10-2 Admission free
www.noisemaker@yahoo.com or 906-792-5112

September 17-19

Soo Line Historical & Technical Society Convention
Alexandria, MN
www.sooline.org

September 19-20

Decatur Train Fair 2009
Saturday 10-5; Sunday 10-4
Decatur Civic Center, Decatur Illinois
Admission \$4, children 12 and under FREE with adult
For information call Steve Bricker at (217) 864-4397
or email at brickers@insightbb.com

September 19-20

H.L. Richards High School Train Fair
H. L. Richards High School, 10601 South Central Avenue
Oak Lawn, IL 60453
10 am - 5 pm
Cost: \$6; Ages 65+: \$5; Ages 11 & under free w/adult

September 26

Rock Island Technical Society Convention and Swap meet
CHESTNUT MOUNTAIN RESORT
8700 W. Chestnut Mountain Rd
Galena, IL 61036
9-3 \$5.00 admission for swap meet www.RITS.org

September 26

Winnebagoland Division fall Meet
Plover Wisconsin
8:30-9:30 Pre-registration required for banquet
See www.wld-nmra.org/wld for clinic subjects

September 26-27

The Great Train Expo

Indiana State Fairgrounds, 1202 E. 38th St
Sat & Sun: 10 am - 4 pm Cost: \$7; Ages 12 & under free
w/adult More info: www.trainexpoinc.com/info.html

October 4

The Racine-Milwaukee-Kenosha Tri-City Train Show
South Hills Country Club, 3047 Hwy 41 (I-94) E. Frontage
Road 8 am - Noon
Cost: \$3; Ages 11 & under free w/adult

October 10 -11

19th annual Greater St. Louis Metro Area Train Show
Sponsored by the Mississippi Valley N Scalers
Kirkwood Community Center, Kirkwood, MO
Saturday 10 am - 5 pm, Sunday 11 am - 4 pm
Admission \$5, Children 12 and under FREE with adult

October 17, 2009

NMRA. Central Indiana Division
Hendricks County Fair Grounds
On OLD US 36 – 4.9 Miles West Of Avon – North Side Of
OLD US 36 And County Road 200 E (across from post
office) 10 AM UNTIL 4 PM Admission free

October 17

The Great Train Expo
Illinois State Fairgrounds, 801 E Sangamon Ave
Sat & Sun: 10 am - 4 pm Cost: \$7; Ages 12 & under free
More info: www.trainexpoinc.com/info.html

November 22

Peoria Trainfair
Illinois Central College, East Peoria Campus, 1 College Dr.
11 am. - 3 pm. Cost: \$2, children under 13 free.
More info: email - BNSF4788@yahoo.com

November 14 & 15

Trainfest
Wisconsin Exposition Center at State Fair Park •
Milwaukee (West Allis, WI)
9:00 a.m. to 5:30 p.m. Adults: \$12 Kids 4-14: \$2. 3 &
Under: FREE See internet for ticket discounts

December 4, 5 & 6

Lake Shore Model Railroad Association will be celebrating
their 63rd year as an HO scale model railroad club during
their annual Open House. They a not for profit organiza-
tion, open to the public on Wed & Fri nights from 7 to 9.30
pm all year long.
Friday December 4th, 5:00PM to 9:30PM
Saturday and Sunday December 5 & 6 Noon to 4:00PM
Location: Calumet Park Field house (98th St. & the lake-
front) 9801 S. Ave G Chicago, IL 60617

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