

Waybill

Midwest Region NMRA –
Winter 2009



President's Report

By Bill Litkenhous, President, MWR

In my last letter I talked about losing train service in my home town of Bedford. Since then it has worsened, as the CSX railroad has filed for suspension of service between Mitchell, IN (10 miles south of here) and New Albany, IN. This transferred all of the maintenance costs to the INRD (Indiana Railroad) and their traffic doesn't warrant the continuation of service on the Bedford to Louisville line. Soooo, the INRD has filed to abandon the line from Crane, IN to Bedford, including all industrial track age. If it is approved I will be living in a community with no train tracks, especially no street running through downtown Bedford. I am not looking forward to this at all. The only traffic we have seen has been CSX pulling long strings of cars into all of the sidings between here and New Albany. There are 64 Box Cars and Gondolas on the siding at Pekin, where my fiancé lives, 70 Center Beam type cars on the Fogg siding at Salem, 70 more Center beam type cars stored on the main track north of Mitchell and an additional 70 more in the yard at Mitchell. There are also about 70 or 80 steel coil cars stored on the siding at Orleans.

Other than watching the downward trend of the railroads in this area, I have been busy with model railroading. The Southern Indiana Railroad Club has hosted several events since my last letter. We have the local cub scouts in for an evening of running trains and they all seemed to enjoy it.

The model railroad is located in the basement of the Presbyterian Church in Jeffersonville and any time they have a function we are up and running for their (and our) enjoyment. Every fall they have a church bazaar and turkey dinner which is scheduled about a week before Thanksgiving. We just had this event and we cleaned up the layout and got it running as well as we could for this event. We also do some church maintenance as part of our agreement for the space.

We are hosting the Division 8 November meeting and will be running the trains for them.

The CID has been busy this fall with a successful train show and swap meet in Danville in October.

We were present at the GTE show this fall where the CID members constructed a 4 by 8 layout for a gentleman that has a great interest in model railroading but was have difficulty building his own layout. This layout construction was a constant clinic at the GTE show and always had a group of spectators watching the progress. (see story on page 6)

We have also had a show at the Carmel Library with about 725 in attendance. This is a show with layouts and displays to acquaint the visitors with model railroading.

Also this November we are having our fall layout tour in Kokomo, Indiana with 6 layouts open for viewing. And one my favorites, the Salem Depot Railroad Museum is having its annual Christmas open house Sunday, Dec. 6, from 1 to 4 p.m. Pekin Banjoist Jim Smoak and the LA Honeydrippers will be performing at The Depot railroad museum. Complete details in Track Talk News, salemdepot.com.

With the upcoming holidays I am certain that all of us will be very busy with family and friends and the traditions that go along with the celebration. I wish each and every one of you and your families a very Merry Christmas and a Happy New Year.

The WAYBILL

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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.

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Midwest Region NMRA



Santa Train at Plymouth Wisconsin December 2008

Editor's Column

In Region news, the Board of Directors of the Midwest Region voted to establish a new division, named the Michiana Division. (MD-2815) It consists of Berrien County in Michigan and Elkhart, Fulton, Jasper, Lake, LaPorte, Marshall, Newton, Porter, Pulaski, Saint Joseph, and Starke Counties in Indiana, all formerly in the Calumet Division and some areas of the North Central Region. The portion in Illinois was added to the Dupage Division.

Jim Six has agreed to serve as the first superintendent, with Chris Thompson as assistant superintendent and Mark Plank Chief Clerk and paymaster.

How to attract and retain members is a problem faced by all the divisions. Getting them to attend meetings is the first step. Jim has several novel ideas in this regard. As he stated in the official Yahoo-group for the division (NMRA Michiana Division) "They will not be meetings, but seminars, clinics, workshops, etc. He wants to "make being an NMRA member worth the price of admission."

The yahoo-group will be used to transact all official NMRA business; Treasurer's report, next meeting, etc., leaving the meetings to be fulfilled, learning experiences. He realizes that people

without a computer will feel they are left out, but anyone can go to a library or friends home to get computer access.

Anyone can join their Yahoo-group and follow along with them. For now, anyone can join, but in the future it will be limited to NMRA members. As of this writing, November 12, the first get-together has not been planned, but they want to get going as soon as a meeting place has been arranged.

In National news, Gerry Leone MMR reports:

Those driving to the 75th Anniversary Convention in Milwaukee next summer who have some extra time may want to check out the Milwaukee Area Railfan Guide (MARGE) at <http://alturi.com/bj3r>. The guide points out many railfan sites, hobby shops, and other points of interest.

After five years of research and planning, the NMRA and California State Railroad Museum (CSRM) have announced the signing of an agreement authorizing the development of a 3,500 square foot model railroading exhibit at the CSRM. The exhibit will be housed in the museum's gallery, which is visited by more than 600,000 people annually.

Election Time

Yes, It is once again election time. Up for election are four seats for MWR director. Believe it or not, we have six candidates for the four seats. This may be a tight race, so please vote for the four you feel are best qualified. The ballot can be found on page 12.

Their Biographies follow

Fred Henize



I have been a member of the NMRA since April of 1988, at least this time around. I have been active in the DuPage Division most of that time as clerk, assistant superintendent, superin-

tendent, and as division newsletter editor. As division superintendent I also served on the Region Board of Directors. Currently I am serving once again as division assistant superintendent. For the past four years I have also served as the NMRA National Ballot Committee Chairman.

I model in N-scale, having a layout about 18 x 28 feet on two levels. It is about 80 % complete in terms of the final scenery. No model railroad is totally "complete" as long as you are able to continue working on it. I am also very active in the Heritage N-trak Group, and have 14 modules that are part of a large layout we take to many shows each year.

As assistant superintendent, one of the most difficult jobs is lining up enough clinics and speakers for a year's worth of programs. I have often wished there was a speakers bureau, perhaps on a Regional level, of everybody who had programs, clinics, etc. that they would be willing to share.

The "**Frugal Modeler**", David Nelson, is taking some time off for the holidays. He will return next issue.

Mike Hurlburt

I have been a Life Member of the NMRA since 1978. The decision to join the NMRA was the only move for me because I realized model railroading would always be a large part of my life. Over these past 31 years I have tried to experience first hand all aspects of this hobby so I could form my own opinions about model railroading and the NMRA. In addition to building N and O scale home layouts and several portable layouts for train shows, I have done clinics at Regional and National Conventions, served as Paymaster and Superintendent of the NS&W Division, and two terms as DAL for the MWR in the capacity of Convention Chairperson and Clinic Clearing House Chairperson.



After I learned I could again qualify for a MWR DAL position, I gladly volunteered to lend a hand and run for an upcoming opening. Our Midwest Region organization has a lot of fine, hard working people who are comfortable to be around. After all these years, they have become friends, and I would like to be involved with them and the model railroad activities they provide to all who are interested. I will maintain a positive attitude, relying on my past experiences in the hobby, to provide helpful assistance to the organization

David Leider MMR

My name is David Leider and I live in Prospect Heights Illinois. I have been a member of the NMRA since 1995. I got my MMR in 2007.



I have been a Trainmaster for the Fox Valley division for five years and the editor of the Midwest Region's Waybill for a year.

I model in HO and am working on a depiction of Waupaca Wisconsin as it existed in 1947. I enjoy research and have written several books and numerous articles for the Soo Line magazine about various subjects. I have also written articles for all the model railroad publications and my layout was featured in Model Railroader. I enjoy giving clinics and have been a presenter at Naperville for the Prototype Modelers for a number of years as well as several divisions and the Midwest Region of the NMRA.

I am secretary for the Soo Line Historical and Technical Society as well as Chairman of the fundraising committee for its archives. I am also a member of the Chicago and Northwestern and Milwaukee Road Historical Societies, The Railway and Locomotive Historical Society and the Lexington Group.

I find that the more you can contribute to an organization, the more you get in return, be it friendship, camaraderie as well as knowledge.

Jim Osborn



As the incumbent Director-at-Large since 2008, I have carried out various tasks for the region at the request of the Superintendent. They have included assuming the Internet Committee Chairmanship and managing the region's Web site as well as

assisting the Waybill editor, the Secretary and the 2010 National Convention Chairman. Significant activities during that period include writing and publishing an Internet Committee policy and procedure, creating a cost sharing agreement with the Fox Valley Division for web site hosting, managing the region website, authoring three, 2010

convention layout tour text and photo articles for Scale Rails and serving on the Region nominating committee.

As a Fox Valley Division board member since 2005, my responsibilities are division public relations, assistant High Wheeler Train Show Chairman, as well as designing and maintaining the division website. I have also authored a number of written/pictorial reviews of member layouts for the division publication and served on the 2006 regional convention committee. I am a member of the NMRA Operations SIG as well as a contributing member of the CNW Historical society. Non-hobby but relevant qualifications include prior board of director positions for several, privately-held business enterprises. Thank you for your support and consideration! I hope to continue as a Director-at-Large for the Midwest Region.

Ingrid Drozdak

I would like to introduce myself to you. My name is Ingrid Drozdak. My nickname is TreeLady and I am a Z scaler. When I tell most modelers that, the comment I usually get is how can you see that. My response is "I can Z it very well. Do you like my new glasses." Kidding aside. I have been around trains since the age of 6 or 7. It started out with my cousins Lionel set. I would shoot rockets at him and he would try to zap me with the controls. We did get the train to run around the layout many times. He and I had a blast. Skip many years, and I got a new boyfriend. He was into model trains. It was a good thing. Well that boyfriend became my husband.



A few year had passed and I started my Z scale empire and have a coffee table layout, and I am in the process of designing the Sierra Summit Line (it is not in a coffee table). I became an active member with the NMRA in the mid 1990's. I have done clinics for the National Conventions in 1997, 1999 and in 2003. I have also done clinics for North Shore and Western Division, Calumet Division, DuPage Division, Fox Valley Division, Illinois Valley Division, Rock River Valley Division, South Central

Wisconsin Division and Wisconsin Southeastern Division. I am currently holding the office of Chief Clerk for North Shore and Western Division and also the Photo Contest Chairperson for the Region.

I look forward to serve as a Director-at-Large.

BARB ROTHWELL



I joined the NMRA/SCWD in 1990, and has been an active volunteer member for the past nineteen years. I started working at the old SCWD's Swap Meets, then at the SCWD Railschool, SCWD auction, and the Rail Show. I have served the SCWD as editor of the



SCWD BAD ORDER, photo chair, Company Store Chair, Estate Planning Chair, Assistant Superintendent, and Superintendent. I have been on and off both the SCWD and MWR Board over the last 15 years, and enjoy working with both Boards to help promote the hobby. I have also served as Co-Chair of the Inside Activities Committee for the NMRA '97 Lake Junction convention, as registrar for the first Lake Junction Regional Convention in 2000, Chair of the last Lake Junction Regional Convention, and am the registrar for the upcoming 2011 regional Convention. I have served as a MWR Director-at-Large for 2 terms and was the editor of the MWR's Waybill. I am working on my MMR (3 more certificates to go). I like wood prototype modeling in HO, when I'm not doing backdrops, working on layouts, or getting together with friends for operating sessions. I would really appreciate your vote for Director at Large.

Annual Meeting of Members

Bedford National Guard Armory
Bedford, Indiana

10:45 am, Saturday, April 24, 2010

Saturday & Sunday
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9:00 am 'til 5:00 pm
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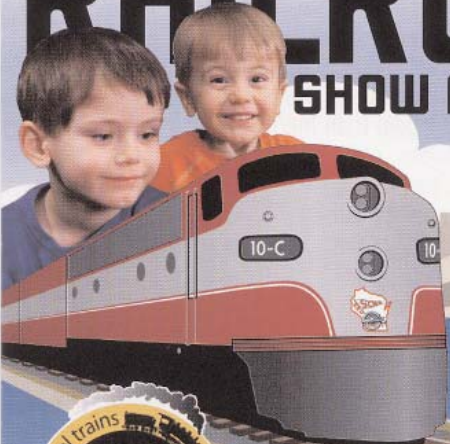


<p>High Wheeler 2010 sponsored by The Fox Valley Division, NMRA</p>  <p>Our 32nd Year !</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">Admission</td> <td style="text-align: right;">Cash Only</td> </tr> <tr> <td>Adults 13 & over</td> <td style="text-align: right;">\$7.00</td> </tr> <tr> <td>Seniors 65 & over.....</td> <td style="text-align: right;">\$6.00</td> </tr> <tr> <td>Kids 5 thru 12</td> <td style="text-align: right;">\$2.00</td> </tr> <tr> <td>Under 5 years of age....</td> <td style="text-align: right;">Free</td> </tr> </table>	Admission	Cash Only	Adults 13 & over	\$7.00	Seniors 65 & over.....	\$6.00	Kids 5 thru 12	\$2.00	Under 5 years of age....	Free
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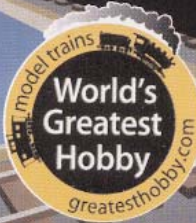


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Central Indiana Division NMRA and Noble of Indiana Dream Team build "Barry's Dream Layout"

submitted by Tom Cain

Noble of Indiana in Indianapolis serves Adults and Preschool age children who have a developmental disability. One of the activities or services from Noble is the "Dream Team" that seeks to make Dreams come true for some of the people who attend Noble of Indiana services. Barry is a 53 year old adult who has participated in Noble of Indiana programs for 30 years. He has an interest in model trains and is able to talk in a very knowledgeable manner about model trains and real trains. He has saved up money to purchase some model train cars and locomotives, but just like many model railroaders he did not have a place to operate them.

Tom Cain, Manager of Noble Intake, and Superintendent of the CID knows Barry very well. Tom says, "Barry has a love of trains equal to mine." "He comes by my office daily and before he goes to his program activity or work we have to look at something about trains on the computer." It might be freight cars or it might be steam locomotives. He knows his stuff. I ask him "What is a 2-8-2?" And he says, "That's a Mikado." "What is a 4-6-4?" He replies, "That is a Hudson." "What is NKP?" He says, "Nickel Plate Road." "What about SLSF?" He says, "Frisco." Barry knows fallen flags better than today's railroads. Tom's favorite model railroad is the Santa Fe, but Tom has no powers to change Barry's allegiance from the Union Pacific, but how could anyone blame Barry. He is so impressed with the power and the magnificence of those Union Pacific Challengers and Big Boy locomotives. Barry also asks Tom each day if he finished his layout last night, and so Tom tells him about any recent progress.



CID Board Members and Barry with his new layout. John Dancini, Lou Venema, Steve Studley, Tom Fitzsimmons, Keith Clarke, Barry, Bryan Lemonds, Larry Gilbert and Tom Cain

This "Dream Team" project had two purposes. It was a demonstration layout that illustrated to the public at the September 2009 Great Train Expo (GTE) what could be built in two days. And it became Barry's dream come true layout. The funding for this layout came partly from the CID/NMRA and partially from the Noble of Indiana "Dream Team." A local hobby shop, HobbyTown USA also donated the track, switches, and roadbed to help with the costs. The layout consisted of the layout table, track, switches, powerpack, and some scenery.



CID Board Member and Rusty Spike editor working with Barry on his layout.

For anyone who attends Central Indiana Division model train shows, they will notice a striking resemblance to the portable layout that is always brought in by Keith Clark from Bloomington, IN. That resemblance though is not accidental. Keith used the same design plans for this layout in how the table was built and adapted his layout design for the same space. You will see Keith in the pictures building the layout. The layout was started at 10:00 AM at the GTE on September 26, 2009. The frame and base for the layout was done by lunchtime and the track laying started right after lunch. The cork roadbed was secured to the foam board with a special panel construction adhesive that was specifically chosen, as it would stick to the foam base without melting the foam. The cork roadbed was held in place with straight pins while the adhesive was drying. Barry was very helpful in spreading the adhesive and pinning down the roadbed. Next another layer of adhesive was put down to hold the track. Finally before going home at 4:00 PM, ballast was spread and glued down on about half of the layout.

On the second day, the first CID members who arrived cleared out ballast that had gotten into the flange ways and guardrails on the turnouts. Some repair needed to be done. On this second day, the wiring was routed under the layout and some scenery ground foam was added to part of the layout and ballast was laid on the other half of the layout.

The layout didn't go straight to Barry's house, as it needed time to let the second application of ballast to set up. So it was taken to the home of CID Superintendent Tom Cain.

On Tuesday, September 29, 2009 it was delivered to Barry's group home. Barry was standing out at the curb waiting for the arrival of the layout. Once the table was set up, Barry placed a train on the layout and demonstrated to his residential staff and housemates how the trains worked on the layout.

The layout as it now exists is somewhat like Tom Cain's layout in that it has some unfinished areas and room to grow. It still needs more buildings, scenery, and accessories. Now Tom is able to ask Barry, "Did you finish your layout last night?"

A Father and Daughter Explore Napa Valley

By Paul Mangan

"So dad, is there anything you would like to do around San Francisco when you are out here visiting?" my daughter Maureen asked while discussing my upcoming Amtrak trip to visit with her and her husband Ken. While pondering the question my thoughts brought me back to the NMRA convention at San Jose in 2000. This convention, with the exception of The Lake Junction of course, ranks as one of the best I have attended. The SCWD was well represented at this convention so it was not like getting together with strangers. One of the many offerings on the bill of fare was a lunch train ride on "The Napa Valley Wine Train". With fine food, great wine and first class service it was easy to jump right through the phone and say "maybe we should go there and try it out". When she called back to let me know that she had in fact booked the lunch train I was beside myself with expectations of a great day with them.

This adventure was a solo run for me as my wife had too many irons in the fire to break away and she also wanted me to have quality time with my daughter and her husband Ken so off I went on the polished rails of Amtrak. Due to sold out conditions on the west bound Zephyr, I had to go to L.A. on the Southwest Chief and then up the coast to San Francisco on the Coast Starlight. Is this great or what!

Westbound on the Chief. After getting settled in my roomette and preparing for two days of riding I noticed the (sold out) Southwest Chief was departing Chicago at 3:15 pm as scheduled. Sweet! I had to connect with the Coast Starlight in Los Angeles on Thursday morning. We started hitting stations on time or early. "Hey", I said to myself, "this could ruin my whole routine!" That routine is worrying about making a connection with the next train I need to board. In this case the Coast Starlight.



"The Southwest Chief"

On the Chief my time went like this. Go to the dining car, enjoy a good meal and meet some new friends, go to the viewing car, return to compartment to read and retire for the evening. Repeat the same drill the next day three times. In the dining car there is always an opportunity to meet people. You sit where the chief steward wants you to sit. Those of you who know me know I am quiet and reserved so this was a challenge. During this leg of the journey I dined with a doctor, two lawyers, a retired couple and a couple from England traveling around the USA by rail. Every one of them had their own story to tell about why they were on the train.

The Chief continued to hit station after station either on time or early as in the stories I have heard from the old timers. After enjoying a rainbow over the train and the beauty of the Southwest we arrived in Los Angeles one hour early. This was plenty of time to board the Coast Starlight for its 10:15am departure.

Northbound on the Coast Starlight. Leaving Los Angeles at 10:15am and traveling northbound is much better than traveling southbound. When you travel south you miss the ocean views due to the late arrival in Los Angeles. What a beautiful ride along the coast. In the Starlight consist there is a car called the Pacific Parlor car. It is a viewing car that was remodeled with fine appointments such as more comfortable chairs and tables. Oh, and a bar where sleeping car passengers may enjoy wine tasting daily at 3:00 pm. This train is a first class operation. It was here I met a musician who was a modeler and he and his wife have two cats. Hmmm I can identify with that.

After traveling throughout the day and meeting more new friends and dining with the doctor left over from the last train, the Starlight arrived in Emeryville on time at 10:00 pm. After being greeted by my daughter we went to their house where I got a good night's sleep on a bed that was not moving.

Continued page 9

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The Golden Spike Award

The Golden Spike Award will be awarded to any NMRA member who does not hold MMR status. It will be administered by the Regional and Divisional Achievement Program Chairman under the direction of the National Achievement Program Chairman. AP regulations and definitions apply for scratch built and super detailed. To qualify for the award the member must complete the following checklist, obtain the signature of the Divisional AP Chairman, or another NMRA member designated by the Divisional AP Chairman. The Divisional AP Chairman will submit the signed form to the Regional AP Chairman who will issue the Golden Spike Award Certificate.

Qualifications for the Golden Spike Award

1. Rolling stock (Motive power and cars)
 - _____ Display six (6) units of rolling stock (Scratch built, craftsman, or detailed commercial kits).
2. Model Railroad Setting (Structures and Scenery)
 - _____ Construct a minimum eight (8) square feet of layout.
 - _____ Construct five (5) structures (Scratch built, craftsman or detailed commercial kits). If a module has less than five structures, additional ones separate from the scene may be used.
3. Engineering (Civil and Electrical)
 - _____ Three (3) types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.
 - _____ All installed trackage must be properly wired so that two trains can be operated simultaneously. (Double-track main, single-track main with sidings, and block or command control).
 - _____ Provide one additional electrical feature such as powered turnouts, signaling, turnout indication lighted buildings, etc.

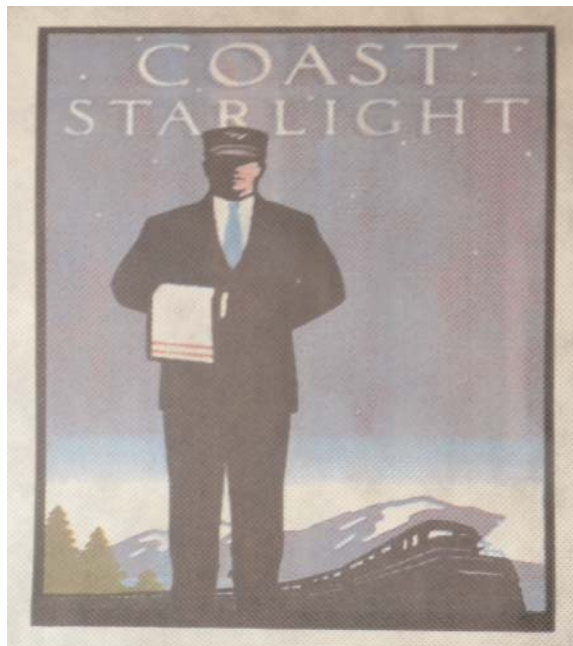
Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Are you interested in getting your Golden Spike Award? Even if you decide not to go any farther in the MMR program, it will look good on your wall next to that 2010 railroad calendar. Its easy. Contact your AP manager for more information.

Finally the Napa Valley Wine Train. We arrived at the station in Napa at 10:00am just in time to pick up our tickets and participate in the pre-boarding wine tasting. The consist of the train is a variety of remodeled heavy weight cars including a kitchen and a full dome that was not in the consist the last time I rode the train. On the head end the motive power was a matching pair of FA units. We had numbers 71 and 73 on this trip. The sold out train then proceeded north toward St. Helena through the beautiful Napa valley.



Soon after departure, the lunch sequence began. Of course, some of Napa valley's finest products were ready to enjoy with our meal that started with a very nice salad and dinner rolls followed by the main course of tenderloin done to perfection. We passed a lot of wineries on the way such as Robert Mondavi and Beringer just to name a couple.

At St. Helena the engines run around the train for the return trip south to Napa. At that point of the journey we moved to the observation car for desserts. A nice old open platform observation car was the perfect finishing touch for the great meal and a wonderful ride with Maureen and Ken. We took lots of pictures on the platform as the train wound its way down to Napa. As if we didn't sample enough wine, our designated driver took us to the Mondavi winery where we sampled their reserve. We also found a hobby shop around the corner from the Napa Valley station. We finished the day watching the sunset near the Golden Gate Bridge.

Eastbound on the California Zephyr. After enjoying a day at the Filoli house and gardens, another site from the 2000 NMRA convention about 30 mi. south of San Francisco, I had to prepare for the return trip home. There was a new twist to this leg of the trip. My son-in-law was able to

change my ticket to leave a day later. The twist is that the train was sold out so I was assigned a roomette in the transition sleeper. This is the car that the onboard crew uses. The transition is where one can go from a high level Superliner to a single level car.

The Zephyr was rerouted from Salt Lake City to Denver via Cheyenne due to track work. I've never been on this route before so this was a new treat. With the exception of hitting a boulder on the edge of the mountain with a 2000 ft. drop to the valley floor and the emergency brakes being applied outside of Truckee CA. the trip went the same as on the way out. We were on time or early to every station. The crews on all of these trains were just great. I think the transition sleeper rides a tad smoother

ensuring a good nights sleep for the staff so they can keep their smiling faces and upbeat attitudes 5400 + miles. A great trip. If you are in the San Francisco area and need something to do then take an adventure and try the Napa Valley Wine Train.

See you by the rails
Paul

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

The following members received AP Certificates:

M. David Johnson	Glenview, IL	AP Chief Dispatcher Certificate	# MWR 851
Dave Poquette	Whitefish Bay, WI	AP Official Certificate	# MWR 852
Bob Lehnen	Indianapolis, IN	AP Official Certificate	# MWR 853
Calvin Krasonya	Plymouth, WI	AP Volunteer Certificate	# MWR 854
Thomas Cain	Indianapolis, IN	AP Official Certificate	# MWR 855
Bob Lehnen	Indianapolis, IN	AP Chief Dispatcher	# MWR 856
Christopher Roeben	Madison, WI	AP Official Certificate	# MWR 857
Jim McQueeny	Rockford, IL	AP Author Certificate	# MWR 858
M. David Johnson	Glenview, IL	AP Volunteer Certificate	# MWR 859
Keith Clark	Bloomington, IN	AP Volunteer Certificate	# MWR 860
Charles Lewis	Westmont, IL	AP Volunteer Certificate	# MWR 861
Jim McQueeny	Rockford, IL	AP Civil Engineer Certificate	# MWR 862
Jochen Drechsler	Milwaukee, WI	AP Structures Certificate	# MWR 863

The following members received the Golden Spike Award:

Andy Blav	Milwaukee, WI
Danny Blav	Waukesha, WI

in the Achievement Program all over the Midwest Region. It must be fall because we have a long list of folks who have just recently received AP Certificates. Take a look at the chart.

If you know these folks personally or see them at your next train show, be sure to congratulate them on their

achievement. 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, and if there is a problem, feel free to contact me.



PHOTO SECTION

Photo was taken at Trainfest. As St. Baldwin (Bob Daly, far left) said, "The Irish have St. Patrick, the Packers have St. Vincent, railroaders now have three patron saints, St. Baldwin, St. Alco (Don Wick center) and St. Lima (not shown). They also have a doctor, Dr. Loco (Roger Taylor). They have been attending Trainfest for several years and from the looks of it, having a lot of fun.



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Midwest Region 2010 Ballot

Director-At-Large (Vote for Four)

Fred Henize	[]
Mike Hurlburt	[]
David Leider MMR	[]
Jim Osborn (Incumbent)	[]
Ingrid Drozdak	[]
Barb Rothwell	[]
Write-In _____	[]
Write-In _____	[]
Write-In _____	[]
Write-In _____	[]

To validate your ballot, you must please print your:

Name _____ **NMRA #** _____

Return to Midwest Region Election Committee, c/o Don Cook, 2500 Tenth St, Waukegan, IL 60085-7050.

Your ballot must be received no later than February 27, 2010.

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