

# Waybill

Mid West Region NMRA –  
Fall 2010



## President's Report

By Bill Litkenhous, President, MWR

You may have been following the saga of railroad activity in Bedford through my recent letters. The INRD did indeed pull up the former Milwaukee Railroad track into Bedford. It looks very weird gazing down the former right of way, seeing nothing but the gravel path remaining after the rails and ties have been removed. That leaves us with just the former Monon Railroad line into Bedford and that line is in limbo as CSX has discontinued service on the route from Louisville. Looks like it will take some kind of miracle to have any trains into Bedford in the future.

On a happier note, I recently had the pleasure of attending the National Convention in Milwaukee. It was a very interesting and entertaining event. I was able to meet and talk with many of the Midwest Region members while I was there. It was also a very tiring week. I was happy to arrive back in Indiana at the end of the week.

The first thing we did was to go to the convention center to check in. Then, after checking in we returned to the hotel to eat. We had an excessively expensive but tasty meal at the hotel before we went back to the convention center and attended the LDSIG meet and greet session. At this session we talked with many members of the LDSIG and listened to their ideas for their railroads. I also met Bill Kaufman, the new NMRA Vice-President dealing with regions, divisions, and SIGs. At this session, Bill gave us a little insight into the changes that would be announced Friday.

I attended many excellent clinics and visited many excellent layouts. The clinics, and the symposium on layout design, were especially helpful to me as I am now starting to design my ultimate layout. My new layout will model the L&N Railroad east from Louisville, KY into the coal fields of Eastern Kentucky. The clinics and symposium gave me many ideas to help with the design of the layout. The line is basically a single track line after it leaves Anchorage, KY and runs through the state capital of Frankfort. It then joins the North-South Cincinnati to Knoxville main line for a short stretch before branching off east at Patio (Winchester) toward Ravenna, KY. Just how much of the line I will be able to include is still being considered, but I

want to include my former home town of St. Matthews with its industries. Next, I will include the HK Junction at Anchorage where the Eastern Kentucky division branched off from the Louisville to Cincinnati main line. I also want to include Frankfort in the layout as it had a junction with the Frankfort and Cincinnati Railroad and a line that splits off to the south just east of Frankfort that served many of Kentucky's famous bourbon distilleries. That is as far as I have gotten and I haven't even reached into coal territory. I have acquired considerable equipment for this line. The L&N ran some pretty basic steam locomotives, mostly of the USRA design; 0-8-0 switchers, light pacifics, light and heavy mikados, and light mountains. Starting in 1942 the railroad began acquiring Big Emma, 2-8-4, locomotives for the coal lines. They also had a number of smaller locomotives, including a series of 2-8-0 consolidations. In the time period I plan on modeling, 1953, the L&N was starting to dieselize with EMD E-6 and E-7 passenger diesels, GP7s, Alco FA2, FPA2, FB2 and RS3 freight diesels. Alcos were the predominate locomotives being assigned to the coal fields.

A second major interest of mine is signals and their proper use. There were many excellent clinics and symposiums covering this subject. It was very informative listening to the various presenters and their different approaches to controlling signals. Of course, everyone is familiar with Bruce Chubb's CMRI system, but I was more interested in Gerry Albers', "Signaling by Spreadsheet", a system that doesn't need any complicated programming to operate. Then there was the train show. It took hours of just wandering, taking in all of the displays and layouts there. I wasn't looking for anything in particular, just everything in general.

The Bowser booth caught my interest because they had one of their new PCC trolley cars painted for the Louisville Railway Company, the system in my home town of Louisville, KY. It was a beautiful car.

Bachman had several models for L&N locomotives that interested me, a 4-4-0 decorated for engine no. 7, the last 4-4-0 on the L&N roster, and an EMD GP9 in the original

# 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.

## 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:

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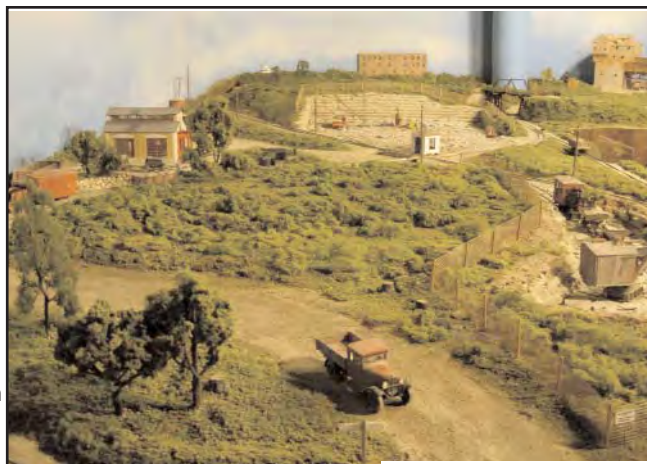
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## Editor's Column

As The Frugal Modeler has continued his series with ash, I think this letter is apropos: I just reviewed the Summer Waybill, and have a comment regarding the article by our illustrious frugal modeler, Dave Nelson. I don't mean any trashing of his article, as I find them very enjoyable, but this article was lacking some precautions regarding handling the ash. Both fly and bottom ash of wood and coal contain mostly calcium carbonate, along with some trace metals, and could present problems for folks with sensitive respiratory conditions. A sensible precaution would be to do the digging and sifting in a calm atmosphere and for the modeler to wear a "dust mask" at a minimum or a N-100 respirator, and to wear gloves when handling the ash, and/or applying it to our models. Properly cleanup of the area and of your hands, arms, and face afterward is a must. There are MSDS sheets on fly and bottom ash of wood and coal which lay out these precautions.

In addition to the excellent clinics I saw, I volunteered to be a bus captain. It was one of the most enjoyable parts of the convention. I met many people from all over the world, with one common goal, to see layouts.

If you want to get more out of the hobby, volunteer. It may take some time on your part, but you will meet some great people and get a chance to learn. I know every division can use help, so why not make an effort to put something into the hobby.



Above: I really liked this small but well done On3 layout by Bob Genack  
Right: How is this for a brass locomotive? Only about \$250,000each. they said they sold two at the show.

Below: I am presenting a certificate of thanks from the NMRA to the president of the Lionel Club of Milwaukee. A MUST SEE layout near Milwaukee.



## Mike Hirvela Safety Director Camosy Construction

A lot has transpired since I spoke with you 3 months ago. I was fortunate to attend both the C&NW and Soo Line conventions. Of course, the highlight of the summer was the NMRA convention in Milwaukee. I wish I could share more photos with you, but space precludes me. Here are a few of the many photos I took:



Presidents Report, Continued

black and cream color scheme.

SoundTraxx and Blackstone Models also caught my eye, especially since they were giving out a free decoder. If you bought a SoundTraxx sound decoder you could get a Blackstone narrow gauge car. Of course, I did get mine. Thank you SoundTraxx!

The layouts were outstanding as usual. It was a wonderful time for me and I hope everyone else enjoyed it as much as I did.

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

I am happy to report that there has been a lot of activity from our members. Members continue to take part in the Achievement Program all over the Midwest Region. It is always fun to help answer questions and to guide our members in the AP. Take a look at the following:

Jim McQueeney, Rockford, IL	Chief Dispatcher
MWR Certificate # 869	
Harold Helland, Hawthorn Woods, IL	Electrical
MWR Certificate # 870	
Mark Preussler, Sheboygan, WI	Structures
MWR Certificate # 871	
John Wolfe, Kenosha, WI	Electrical
MWR Certificate # 872	
Mark Preussler, Sheboygan, WI	Electrical
MWR Certificate # 873	
David Allen, Marquette, MI	Motive Power
MWR Certificate # 875	
Harold Helland, Hawthorn Woods, IL	Scenery
MWR Certificate #876	
David Leider, MMR- Prospect Hts, IL	Electrical
MWR Certificate # 877	
Robert Wundrock, Verona, WI	Motive Power
MWR Certificate # 878	
Ronald Lane, Columbus, IN	Prototype Models
MWR Certificate # 880	

The following member received the Golden Spike Award:

Michael Hirvela, Waukegan, IL

There is even more good news! We now have two more Master Model Railroaders in the Midwest Region! They are:

Mark R. Preussler : Master Model Railroader # 442

Robert Wundrock: Master Model Railroader # 446

Mark and Robert are excellent model railroaders and are very active in the NMRA in their divisions. They were presented with their MMR certificates at the banquet at the National Convention in Milwaukee this past July.

If you know these folks personally or see them at your next train show, be sure to congratulate them on their achievement. Perhaps the National convention got some of our members motivated to finish off projects and fill out the paperwork. Deadlines are not always a bad thing! As always, work with your division Achievement Program Manager first, and if there is a problem, feel free to contact me. Thanks!

Marvin Preussler, MMR



Above: Mark receives his MMR # 442

Below: Bob is awarded MMR #446

As a side note, I have known both of these gentlemen for many years and both are excellent modelers. They are also members of the Soo Line Historical & Technical Society and I spoke with them and fellow MMR's Ralph Wehlitz MMR #191, Marvin Preussler, MMR #432 and Les Breuer, MMR #387 at our annual convention in Neenah. Unfortunately I forgot to get us all together for a group portrait. editor



## Frugal Modeler

by David Nelson

A recent visit to the site of an old lumber yard spur that the C&NW tore out over three decades ago showed it had been ballasted with cinders, not stone as I had assumed, so suddenly I needed a way to model cinder ballast. A prior Frugal Modeler showed how sifted fireplace ash acts as a weathering powder and a raw material for gravel alleys and roads. I'll stick with fireplace ash for one more column and show how sifted ash is a realistic way to model cinder ballast.

During the steam era, cinders were an abundant and free source of track ballast. Freshly applied cinders, particularly from anthracite coal, did everything a good ballast should do: they drained well, deterred the growth of vegetation, and held ties firmly in place. But cinders pulverize and compact rapidly, and the constant need to replace cinder ballast to avoid drainage issues diminished the initial cost advantage over stone. Railroads learned that cinders from high sulfur coal tend to corrode rail and interfere with electrical circuitry. Eventually cinders became unpopular for first class high speed main lines, but the sheer cheapness and ready availability kept cinders a popular option for yards, sidings, and secondary lines until the end of steam. The collection and transportation of cinders was virtually a railroad industry unto itself, and few coal-burning roads did not make some use of their own cinders as ballast. Cinder ballast can be surprisingly durable! I have seen old grain elevator sidings on the former CB&Q where the only ballast (other than dirt) is cinders, surely applied 60 or more years ago. While railfanning the Iowa Interstate I noticed the cinder ballast on the long-removed Rock Island rail yard in Bureau Junction, IL, continues to deter weed growth even today, over a half-century after the Rock Island retired its last steam locomotive.

Cinders vary between coarse grain-of-sand and pebble size, so granulated products, even the excellent Campbell "fresh cinders" scale out to be oversize in the popular modeling scales. Fireplace ash particulate is closer to scale

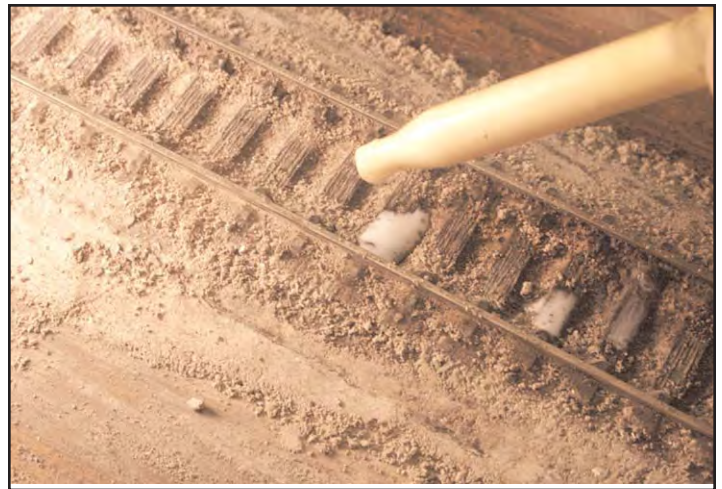
size, and when applied as ballast, takes on the uniform surface texture of cinder ballast.

I lay flextrack using latex adhesive caulk, a method outlined by Chuck Hitchcock in the August 2003 Model Railroader. A modest bead of caulk (I use an OSI product that comes out white and dries clear; some modelers have had good results using a gray latex caulk) on the roadbed is smoothed out with a spatula or one of those fake "Your Name Here" credit cards that come in the junk mail. The track is pressed into the thin surface of caulk by hand or using a roller, and with care the caulk rises just below the tops of the ties. At this point you have two options for ballasting: Hitchcock let the caulk set and then applied ballast using matte medium, diluted white glue, or other traditional methods. I have had good success with a refinement of Hitchcock's method: applying at least an initial layer of ballast by applying it directly on the still "wet" caulk, tamping it in place using an old piece of cork roadbed, and lightly spraying it with a water/alcohol mix to make the ballast set into the fresh caulk. The excess ballast is brushed away for reuse when the ballasted caulk has dried. Areas of



Right: Rolling the track into the adhesive caulk  
Above: Spreading the ballast (ashes) on the still wet caulk with a scrap of cork roadbed.  
Below: Spooning more ash (cinders) between the rails





Right: Wetting the ash with alcohol/india ink mix.  
 Above: Drops of Scenic Cement or matte medium to bond the wetted ash.  
 Below: Photo of the HO and N scale track after the ballast has dried.

spotty or insufficient ballast are remedied with a second, more selective, application using the traditional techniques. Applying both methods to ballasting with sifted ash, I experimented by ballasting short lengths of both HO and N scale flex track; to darken the light gray ash to the charcoal-dark color of cinder ballast, I used an alcohol/india ink mix rather than the usual water-and-alcohol to make the ash "set" into the latex caulk. For my actual lumber yard siding I'll plant some "weeds" and scatter some rock ballast from the main line.

**From the NMRA Communications Director  
 Gerry Leone, MMR**

Paid registrations to the Milwaukee convention topped the 1,600 mark, and all 345 booths at the National Train Show were sold. However public attendance at the Train Show was down from past years.

Dave Thornton, 75th Anniversary Year Committee chair and current VP-Administration, announced that Diamond Club donations were approaching the \$70,000 mark -- only \$5,000 short of the initial funding requirement of \$75,000. Scanning of photos for the Diamond Club project has already begun. The project is spearheaded by Paired Rail Railroad Publications and Historical Archive Solutions (a division of PRRP). Members can see how the NMRA's photo archives will look by visiting another PRRP/HAS website for the Santa Fe at [www.atsfry.com](http://www.atsfry.com). The NMRA's system is expected to go into beta testing in November, and initial posting of images will occur in early 2011.

An anonymous benefactor has promised to donate \$250,000 toward the creation of a tribute to scale model railroading at the California State Railroad Museum. This donation represents approximately one third of the funding needed, providing that the amount is matched by other fundraising efforts. None of the National Model Railroad Museum's exhibit costs will be funded by NMRA member



dues or non-dues income.

A change was made to candidate nominating procedures. The Nominating Committee must publish its report and recommendations no later than the annual summer Board meeting. Nominations by petition will be accepted no later than 30 days after the publication of the Nominating Committee report, and election timelines will be adjusted accordingly. Allowable length for official statements of candidate qualifications will be 500 words when published in NMRA Magazine, and 1,200 words when published by electronic means.

**Region News**

**The next Board of Directors meeting will be held in Bloomington Illinois on October 3 at 10 AM.**

The Illinois Valley Division will be our host and they will hold their regular meeting at 1:30. The contests will be passenger cars and steam locomotives. Contact Superintendent Mike Shockley 309-697-3242 or [docshock@yahoo.com](mailto:docshock@yahoo.com) for more information.

**Midwest Region Convention News**  
**The Badgerland Express 2011**  
**April 15, 16 & 17 2011**

The Badgerland Express is shaping up in fine fashion. Some wonderful layout tours are being scheduled and lots of clinics! Did I say clinics? Why yes I did. Ned Ferguson, our clinic chair, has made contact with every division in the Midwest Region and has received commitments from at least one clinician from every division. From outside of our region, a very popular clinician named Rich Mahaney has committed as well.

Of course we can't forget Friday night operating sessions. Bill and Rose Weber's Union Pacific, Barb Rothwell's Concord Valley and Western, Bob Wundrock's Soo Line and Al Potts's Union Pacific are a few of the op sessions and the list is still growing. Those of you who have attended regional conventions in the past are aware that space is usually limited at these sessions and is usually assigned on a first come, first serve basis. So, send in your registration form early so that you can reserve your spot at the op session of your choice.



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We can't forget to mention the non-rail area. We are setting up a tour at Olbrich Botanical Gardens on Madison's East side and also a tour at the newly reopened Madison Children's Museum. This past summer some members of the South Central Wisconsin Division completed a G-scale layout that was donated to the museum. The layout is in the center of the main floor and sits between the first and second floors. This museum is what I call "world class" with activities for kids on all floors including the roof. If you're thinking about whether or not to bring the kids they won't be bored here. Both of these tours will be a slight extra fare. We are looking into a group rate discount.

Kathy Mangan is putting non-rail clinics together in the clinic room area and as an added bonus there will be an area for sewing quilts for Project Linus. Project Linus

donates these quilts to the children's hospitals in the areas where they are made.

Larry Enlow and Karen Myers are working with the S.C.W.D. youth group to get the youth layout finished for operating sessions in the hotel. On Saturday morning there will be a make and take clinic for kids 5 years to 12 years old where they can put together an HO car and test it and then take it home.

The Radisson Hotel on Madison's West Side, is the Convention Center and has all the amenities of any fine hotel including a swimming pool, restaurant and a great location that has access to shops, dining in all price ranges and also a couple of hobby shops in the immediate area. We have a block of rooms set aside so look at the information on the sign up form here in the Waybill to reserve your room.

**The Radisson Hotel** on Madison's West Side is the convention hotel. A block of rooms has been set aside with a special rate of \$99.00 per night. For early arrivals there are a few set aside for April 14th. The Radisson hotel is near West Towne Mall with plenty of restaurants and shopping within walking distance. And by the way, there are two hobby shops in the area of the Radisson. Hotel reservations can be made by calling (608) 833-0100 and asking for the rate for the South Central Model RR-NMRA.

The South Central Wisconsin Division, the Midwest Region and the NMRA is pleased to invite you to Madison, Wisconsin, and the Badgerland Express 2011  
 Visit us on line at [www.nmra-sewd.org](http://www.nmra-sewd.org)

The Midwest Region membership meeting will be held after the banquet on Saturday night before the awards ceremony. After the awards, our lively auction will take place. These auctions can get pretty wild you know, so stick around after dinner and see what shows up for bidding. You could walk out with a real treasure.

On Sunday morning the Midwest Region Board of Directors meet for their spring meeting at 10:00 a.m. and we aren't done yet. More clinics in the morning and layout tours for your travel home.

On behalf of the Badgerland Express 2011 committee and the South Central Wisconsin Division of the Midwest Region, it is my pleasure to invite one and all to Madison and our Midwest Region convention in April 2011. Badger fever is spreading, Catch it if you can.

Paul Mangan  
 Badgerland Express 2011 co-chair

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