

Waybill

Midwest Region NMRA –
Fall 2013



President's Report

By Paul Mangan, President, MWR



I hope your summer went well and you have had a chance to be involved with some railroading outdoors i.e. train watching, researching a prototype for your layout or enjoying a train cruising around your yard. When all the heavy rains and

flooding in June finally ended I was able to sit outside and have fun running the Cat Mountain Railroad. The challenges of garden railroading are a lot like those of the prototype. Wash outs, mudslides and track issues are common and always something to watch out for, just like the real railroads.

Large scale modeling has been growing fast and other scales have been growing as well. At the end of June, Gary Children and I attended the N' Scale National Convention train show in Milwaukee. We set up an NMRA booth at the show to inform convention attendees about the NMRA and let them know about their own local Regions and Divisions. We passed out a good share of Rail Passes and other folders to show that the NMRA is not just about HO scale. This perception is still hanging around in the clouds out there and needs be changed. HO is still the most popular scale but keep in mind, this is not a one size fits all hobby. I myself do both G and HO, the latter of which is with Madison HOTrak, a modular show group. I am also considering N scale for an indoor layout in the near future because G scale gets real cold around November in Wisconsin.

I want to thank Mike Brestel (Past NMRA President) and Page Martin (NMRA Marketing) for sending us a couple of boxes of NMRA information to pass out.

This information is not only good to pass out at shows but can be dropped off at your local hobby shops. How many times have you been in a hobby shop and seen people there buying stuff that you haven't seen at any division functions? Don't be afraid to approach them and start a conversation. If they are looking at train stuff then you immediately have something in common.

As long as I'm on the subject of conventions, I was not able to attend the NMRA convention this year because of scheduling conflicts. Talking with some members that I know who attend I heard that it was the high quality event it always is. I am planning on going to next year's convention in Cleveland. I know they have a lot of prototype locations to visit in the area. I have passed through this city on Lake Erie many times on my way back and forth to visit family in the Boston area. I think I'll stop in for a visit next year.

Another convention I will be attending is the Midwest Region convention sponsored by the Fox Valley Division next May 16 – 18th in Schaumburg IL. The name of the convention is RailFun. The name says it all. The staff is already getting tours lined up for us and is planning lots of things to do.

This however brings up another subject. The contest room at our conventions has been in need of help. Help such as we need more models and photos to judge. Even though the quality of the entries has remained high the quantities of models and photos entered has dropped off considerably. I know the Midwest Region has a lot of great modelers and photographers so please take the time to bring something to the convention for judging. This can be contagious, a few new entries here and there and we can bring the level of competition up. Give the judges a real challenge, bring in more than one.

At our last MWR board meeting the board voted to pursue 501c3 status again. The last time we tried to do this the effort ran out of steam. We do have some items to rewrite in the bylaws and constitution. The process is underway to address these issues and hopefully we can get this done by next spring. I want to express thanks to those who took the time to send

Continued on page 3

The WAYBILL

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The WAYBILL

is published quarterly by the Midwest Region of the National Model Railroad Association Inc. for the benefit of the model railroading community.

SUBSCRIPTIONS

Electronic delivery is free to all members of the Region. Go to <http://www.mwr-nmra.org/region/waybill/waybill.html> to subscribe or to change your e-mail address. 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.

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Editor's Column

As I write this in mid-August, it's hard to believe that summer will soon be over. To be honest, I had no time for railroading, model or otherwise. This is the year we decided to clean the house and get rid of all the junk we have accumulated over the years.

In fact as I am writing this I am outside, waiting for people to turn into our driveway for a garage sale. It amazes me how much stuff we accumulate and pay top prices for, yet can not get a quarter at a garage sale.

The following weekend did lend itself to some railroading. I went to the Rochelle Railroad Park for a day of trains, camaraderie and food with members of the Fox Valley Division. Although I should have been working on the *Waybill*, I did have a lot of fun.

The Rhinelander Railroad Association and the Three Lakes Model Railroad Club are co-hosting a Fall Meet with the Winnebagoland Division of NMRA. The event will be held in Rhinelander on October 12 at both the Northwoods Banquet Center, 1540 Pueblo Drive, and the Railroad Museum at Pioneer Park.

The depot at our railroad museum has a model railroad that depicts Rhinelander about 70 years ago. It features the Soo Line, C&NW, and Thunder Lake railroads. The Depot is a late 1800's Soo Line building.

The meet is a reasonable \$5.00 at the door and \$28.00 for the meet and banquet, in advance. Registration begins at 8:30.

Left and Above:
A few of the many trains I photographed at Rochelle. More on page 7
editor

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When renewing your ad, or for those who would like to place an ad in the *Waybill*, please send your check for advertising to the editor instead of the treasurer. Make all checks payable to: Midwest Region, NMRA. I will forward the money on to the treasurer.



The Winnebagoland Division always puts on a good meet and this will undoubtedly be a good opportunity to see some expert modeling. See their website for more information.



Presidents letter continued

in their ballots and vote to allow us to make the changes we needed to make in our constitution.

With the fall season under way, train shows are now coming to the front of the line. Some of the long running shows are easy to remember but what about the smaller shows. These shows are just as important and can be just as much fun as the big shows. What's important is that these shows provide funding for Divisions and clubs that sponsor these shows to support the activities they are involved with. I try to make as many shows as I can get away with without getting in trouble at home. This however, may be unavoidable because I plan on attending more train shows and some division meets throughout the MWR to meet the membership.

See You By the Rails
Paul

Region News

Midwest Region Achievement Program Report by Marvin Preussler MMR- 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:

The following members received AP Certificates:

Michael Shockley	Peoria, IL	Official
Ewing Row	Fitchburg, WI	Structures
M. David Johnson	Glenview, IL	Author

The following member received the Golden Spike Award:

Richard Hopfensperger Pickett, WI

As you can see, there has been a good deal of activity from our members. Sometimes a lot of us modelers take the summer off from modeling to enjoy the three months of nice weather. So this makes for a shorter report as far as the Achievement Program goes. Hopefully there will be more activity in the AP in the next few months as the summer turns to fall and a lot of modeling, shows, and activities start to ramp up again! There are still plenty of train shows and meets coming up to get one motivated. So get going on those modeling projects and take a look at the NMRA website, to see what you may qualify for and set a goal. Hopefully you will be able to use this past MWR meet to motivate you to get that model finished up and to get going in the Achievement Program. On a personal

note, I now have a new e-mail address for which to contact me if need be. It is now mpreussler@charter.net

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 - MWR AP Manager

Constitutional Amendment Results

The members approved the amendment to the Region Constitution and authorized the Executive Committee to make further amendments that may be required in connection with the Region's planned 501(c)(3) application.

RAILFUN 2014 Midwest Region 2014 Spring Convention update

The Fox Valley Division, along with assistance from the DuPage Division, will host Railfun 2014. Convention activities will be headquartered at the Best Western Plus Hotel in Schaumburg, Illinois on May 16-18, 2014. The hotel is located near major highways for easy access to tours with a variety of nearby restaurants and attractions. A special convention rate of \$89.99 + tax/night, including breakfast and the run of the hotel facilities, has been arranged for those desiring lodging. No organized meals are planned at this year's event to maximize your hobby experience and minimize your convention costs. All NMRA members are invited to attend!

The event features:

- A private backshop, behind the scenes, tour of the Illinois Railway Museum including the private run of the facility and train rides (\$7 tour charge).
- A tour of the Kloke Locomotive Works that has built the Leviathan and is currently working on the Lincoln Funeral train. Free to registrants.
- 30 of the best Chicago layouts open for tours.
- 10 layouts hosting Opsig style Operating Sessions.
- Field rail and non-rail clinics – including hands-on rail clinics.
- NMRA judged model and photo contests.
- A Popular Vote model contest.
- Sunday morning Awards presentations and program presented by renowned photographer Mark Llanuza.
- Midwest Region Membership and Board of Director's meetings.

Keep an eye on the Fox Valley Division's convention web site for the latest details of the event as they evolve. Registration will open to NMRA members in early December of 2013.

<http://www.foxvalleydivision.org/railfun2014/welcome.html>

Jim Osborn, Public Relations Trainmaster, Fox Valley Division
815-578-8315

Next Board Meeting

Midway Village
Rockford, Illinois

October 6, 2013; 10:00 am



IRM Moves to Union - 60 Years Ago

From 1953 to 1963 the Illinois Railway Museum (then known as the Illinois Electric Railway Museum) stored its growing collection in a small rail yard behind the Chicago Hardware and Foundry Co. in North Chicago, Illinois. In early 1963 the Museum was forced to move as the foundry was expanding and needed the land. How the Illinois Railway Museum made the 45 mile move from North Chicago to its new home in Union, Illinois in the summer of 1963 is an incredible story.

What follows are excerpts from the article "A Permanent Site" by Pauline Trabert and Julie Piesciuk which originally appeared in the Illinois Railway Museum's March 2013 Rail and Wire newsletter. This article documents the move to Union as told in the words of the men who were involved in the move. It is part of a series of R&W articles telling the history of the IRM on its 60th birthday. Our thanks go to the IRM for letting us share article excerpts and several photos with Waybill readers. Walt Herrick, FVD Semaphore Editor.

IRM at 60—A Permanent Site

by Pauline Trabert and Julie Piesciuk
Excerpts from the original 2013 Rail and Wire article

John Horachek: "On May 18th of 1962 the North Shore got permission from the ICC to close down.... At this time, Frank Sherwin, the president of the foundry, also told the Museum, 'it's time for you people to find a location and move.' A new position was created, Superintendent of Operations, and it was Bob Bruneau

who was to plan and begin figuring out how to move the Museum when there was no destination known."

Bob Bruneau: "In October 1963, I was signed in at the gate and working on the 101 when A.W. Baker came up and asked me what I was doing. He said, 'I sent an eviction notice at the beginning of the year to the president of the Museum which stated you have until June 1, 1964 to vacate the premises.' He couldn't understand why I was repairing cars when I should be packing up to leave."

A huge announcement was featured in the Rail and Wire Issue 28, dated November 1963—March 1964: "Museum to Move to Site near Union, Illinois".... Approval for this action was granted by the general membership at the 1963 Annual Meeting, but the Board deferred action pending complete investigation of other potential sites in northern Illinois and southern Wisconsin.... "At this latest Board meeting, all such possibilities were thoroughly considered and the decision made to move to the 'Union Site'. It was felt the decision could no longer be postponed in view of our promise to vacate the south yard of the Chicago Hardware Foundry Co. by June 1st. The property is needed for expansion."

Les Ascher: "One thing that was an advantage back then was the railroads were actually run by railroad people so they were willing to listen to the pleas of a railway museum. The North Western at that time was willing to come in and create a 'hospital train' which is where they pick up a bunch of derelict cars, namely ours, and tow them to Union. The deal was that they would push cars in and clear their mainline whether or not there was any track."

Bob Bruneau: "In getting the cars ready for the Chicago & North Western 'hospital trains' we used a little self-propelled engine known as the 'roller skate' to switch cars. We also had a generator in one car that made 300 volts and the traction motors were in another car. We'd couple them together with big alligator clips out through the windows and it made electricity to run the car. We also needed something that made air so we could test the air brakes in each car."

Bob Horachek: "The first thing we had to do was to assess the condition of what we had at the foundry. Some of our stuff was very shabby. We decided to send North Shore 1002 to Union as an office....I bought a North Shore panel truck, the S-99, a 1951 Chevy. The Museum bought the S-14 that had a derrick on it that could lift stuff like rail and ties. IRM also purchased a Diamond T steel hauling truck."

Larry Goerges: "On the big day when most of the cars were moving by rail, we gathered a train together on the former North Shore and held them there for a while. As soon as the the cars were off the track in North Chicago, we took up the rail and ties and re-installed it in Union so when the cars arrived they went back on the same track they had been on in North Chicago. This had to be done before the cars came out (to Union) or they'd have no place to go."

Bob Bruneau: "We started making a train Friday night on the sight on the foundry property and moved it out on the former North Shore track. In the mean time the track is dismantled and the rail is loaded by the crane truck onto the rail hauler. Ties were put in the panel truck, bolts and angle bars onto the crane truck. When these were all loaded they started on their way to Union."



Bob Bruneau working on the right of way, putting down rail in anticipation of the equipment.

Bob Kutella: "We had an old flat head Diamond T and an old North Shore truck with a little pillar crane on it. We would load them up with everything and drive west. Going up the hill from Burton's Bridge on (route) 176, the thing was so darn overloaded it kept going slower and slower, and finally kaboom! A tire blew out and we had to leave it there. We had no opportunity to unload it on to another truck—there was no other truck. I guess we went back Sunday, found another used tire or something."

John Horachek: "The guys went out (to Union) with chain saws and axes and hatchets and cleared the right-of-way, pushing debris to both sides of where the track would be. The CNW put in the switch (from their main line) and we started hauling rail and ties out there and made the connection track across the CNW property onto the (Museum) property".



Pulling up rail prior to its delivery in Union.

Norm Krentel: "As soon as the train would leave North Chicago, we'd pull the rail, put it on our truck and drive it out (to Union) to do a real quick spike job. We were doing a lot of work to build track our- selves. The very initial stuff, the grading to remove trees, we did it all by sawing everything down; we had no heavy equipment."

Les Ascher: "We had to walk through in through swampy ground and everything was done by hand. We'd haul the rails by hand and haul the ties by hand. Everybody was busting their can. Of course, we were younger fellas then and we could do that. You might be spiking on Sunday evening and someone would say, 'I see the headlight from the North Western!' And we're furiously spiking away as we're trying to finish the length of track we were going to need for that train to push in. It was a cliff-hanger every time."

John Horachek: The first train went out the Museum on Sunday, May 24th. That was only roughly two months after the decision was made to move to Union. The first train had our old steam locomotive, the 0-6-0 No. 7, three CA&E cars and four rapid transit 'L' cars. Eddie



Hospital Train at Proviso.


Mizerocki rode with me because he knew how to take care of car journals. As soon as we got off the foundry property, everybody else on hand started tearing up the track that these cars had been sitting on because we didn't have any extra track. Every tie, bolt, spike, angle bar, and rail had to be loaded on the Museum's trucks, driven out to Union, dragged into place, and put back together before our train got there seven or eight hours later. And that is exactly what we did. Some guys in some of these trucks made two or three round trips while others meanwhile, assembled track. Eddie and I were not sure when we got toward Wheaton whether there would be track there or not.

Bob Ryunec: "The division superintendent came with the train and walked the entire length of our track counting spikes to be sure there were four spikes in every tie. He got to the end and said, 'Yeah, it'll fit.' Then he said, 'You know something? I can't get my guys to build track this fast!'"

And so it went. Three additional hospital trains journeyed from North Chicago to Union that summer on May 31st, June 7th, and August 22nd. Eight pieces of



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rolling stock were moved by truck to the new site along with other cars which would be used for storage purposes. Each trip whether by rail or highway, brought with it its own set of challenges. All of these were overcome by the IRM crews.

IRM Executive Director, Nick Kallas, summed it up well in the Trabert/Piesciuk article: "All of this is by our own sweat. Volunteers. Of all the people who passed through here, everyone had a part in this whether they were involved in land acquisitions, restorations, or operations. It's mind boggling. You tell people this and they can't believe it was all volunteers.

The Illinois Railway Museum will be a big part of the Midwest Region's Convention May 16 – 18, 2014. A full afternoon of events at IRM-- including a train ride and tours of the entire museum including its shops and vast collection--is scheduled Friday afternoon, May 16.

National News

Welcome to the InfoNet-News For August, 2013

A Message from Fred Headon, MMR current NMRA Canadian District Director:

As the Canadian District Director I am taking this opportunity to explain some features of NMRA Canada. This entity has been established for NMRA members who reside in Canada. It is an educational, non-profit association (paralleling its parent) that focuses on promoting and teaching the art and craft of model railroading. Our membership which varies between 900 and 1,100 ranks Canada as the second largest national membership within the global extent of the NMRA.

Our agreement with the NMRA Board of Directors allows us to set a dues structure based on Canadian residence and circumstances while maintaining all the rights and privileges of NMRA membership. Volunteer administration allows a lower dues rate for Canadian members and

allows payment in Canadian dollars to overcome exchange rate issues. A similar agreement allows Canadian members to subscribe to the NMRA magazine. Subscriptions to a member's Regional publication (four Regions span the Canada/U.S.A. border) can also be paid through the offices of NMRA Canada. Currently our Board of Directors includes representation from New Brunswick, Ontario and Manitoba. We intend to expand our representation to better reflect our membership.

Within the Regions of NMRA Canada are a number of Divisions most of which have a common pair of problems, considerable distance between centres and small member numbers. One service to our members, the NMRA Clinic DVD's (but not the Prototype or Modeling ones) are available through a Canadian address facilitating access. The bi-lingual NMRA Canada website offers links to sites focused on Canadian railway history and to Canadian-focused SIGs including the Canadian National Historical Association, Canadian Pacific Historical Association, Pacific Great Eastern/BC Rail SIG, Ontario Northland Historical & Technical Society, the Toronto, Hamilton & Buffalo SIG and the VIA Rail SIG. Links are included to some member's model railways and to clubs within each of our four Regions to enhance the fellowship that is so much a part of NMRA activities.

Fred Headon, MMR, Canadian district Director

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org on in the NMRA Magazine.

If the person holding a region or division office changes, or their email address changes, please contact me at tcdraider@aol.com with the corrected information

Regards,
Tom Draper HLM, DSA, FADirector Support Services



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