

HISTORY OF THE MIDWEST REGION OF THE NMRA

1945 Feb – March National Bulletin

Regional Associations

When the subject of regional organization came up at the Cleveland meeting, Larry Sagle was appointed chairman of the Regional Association Committee. The success of the Pacific Coast Region indicates that other regional organizations should be formed. Larry has a lot of plans along these lines. He will tell you more about them as things develop.

1945 August National Bulletin

REGIONAL PETITIONS RECEIVED

Petitions have been received by the Executive Committee for the organization of Regional Associations in the Mid-Central Region (Pittsburgh), Mid-Western (Chicago) and Eastern (Baltimore). A North-Central (Detroit) Region is also in the process of organization. These petitions will come up for approval at the coming Executive Committee in Chicago on September 2. Rumors are afoot that the first international region to be formed will be sponsored by Toronto to include southern Ontario and western New York state. A petition is to be circulated during the coming months. At the present time interest in New England appears to be insufficient to warrant the promotion of a New England Region.

1945 October National Bulletin

Board of Directors Approve 5 New Regions

At the Sunday Sept. 2 meeting of the officers and Council in Chicago, the officers present, composing the Board, voted to authorize the inauguration of five new Regional Associations—the first to be established in the east, midwest and overseas.

1945 December

MID-WEST REGION

Carl Larson, temporary chairman of the N.M.R.A. Midwest Region, called the first regional meeting of the group to order on December 9, 1945 in Room 423 of Chicago's Grand Central Station. Carl, who is also secretary of the Chicago Model Rails Club, host to the meeting, welcomed the 104 members. As chairman he introduced Charles Pollack—temporary secretary and James Schmitt—temporary treasurer.

Ed Ravenscroft, President of the N.M.R.A., outlined the purpose of the national organization and briefly described the work accomplished by the Association. He defined the basis of regional organization and suggested that the next site be selected for a meeting to be held in May to complete the details of initial organization.

After a short talk by Frank Taylor in which he contrasted model railroading today with that of 1935, the year of the founding of the N.M.R.A., Ed Ravenscroft formally presented the Midwest Region with its charter.

NATIONAL MODEL RAILROAD ASSOCIATION

~ Regional Charter ~

This certifies that the

Mid-West Region

comprising the states of

Western Indiana, Illinois, Wisconsin, Minnesota, Nebraska,
Iowa, North Dakota, South Dakota

has been organized in accordance with the Constitution of the
NATIONAL MODEL RAILROAD ASSOCIATION



In recognition, this charter is granted by the national executive
committee this 2nd day of September 1945.

Edw. A. Rasmussen President

B. J. Foullet Secretary

During the business session two cities were considered for the coming May meeting. Ernie Lagerstrom placed a bid for Minneapolis while Ray Roeglin presented Milwaukee. On a hand vote the result was so close that it became necessary to take a written poll. In the balloting Milwaukee won with 49 votes. Forty votes were cast for the Twin Cities.

Ernie Lagerstrom opened the nominations for president of the Region by presenting the name of Robert F. Smith. John Mueller of Peoria, Ill., was named as the second nominee. For secretary Frank Taylor nominated Naome Bauer *The Model Railroader's "Man"* in the Doghouse. Pitted against TMITD was Jim Winholt of Oak Park, Ill. Jim Schmitt and Bob Chalmers were the candidates for the treasurership. Jim Gamble, J. Hardy and Ray Roeglin on counting the ballots reported that John Mueller had been elected as president, Naome Bauer, secretary and James Schmitt, treasurer, Earl Ruhland, Vice-Pres.

The Midwest Region, on Sept. 2, 1945 became the SECOND REGION in the NMRA. The Pacific Coast Region was first. 1945 December FIRST MIDWEST REGION OFFICERS:

John L. Mueller, President
Earl Ruhland, Vice-President
Naome Bauer, Secretary
James Schmitt, Treasurer

1946 February Call to draw up a Constitution and By-Laws

Mid-West Region

On Feb. 17 President John L. Mueller of Peoria called a meeting of the Organizational Committee to draw up the Constitution and By-Laws for the Region. The next meeting of the Region will be held at Milwaukee on May 5. Look for more information in the next *Bulletin*.

1946 March

Mid-West Region

On Feb. 17 President John L. Mueller of Peoria called a meeting of the Organizational Committee to draw up the Constitution and By-Laws for the Region. The next meeting of the Region will be held at Milwaukee on May 5. Look for more information in the next *Bulletin*.

1946 June National Bulletin Constitution and By-Laws ADOPTED

1946 June

Milwaukee Host To MWR

On May 5th at the Hotel Schroeder in Milwaukee, Wisc. the Midwest Region gathered to adopt the constitution and by-laws drawn up for the Region at a previous meeting of the regional executives. With a minimum number of revisions it was accepted as read.

For the remainder of the day the members of the Region visited the Milwaukee Union Terminal Railroad, the host club layout, the Chicago and Northwestern HO layout as well as many other points of railroad interest in and about Milwaukee.

The next meeting of the MWR is scheduled for October or November in Chicago with the three Chicago clubs, the Chicago and Western (HO gauge), The Chicago Model Rail O gauge and The Two Rail Model R.R. Club of Chicago as hosts.

1946 October

AL K. NMRA FIRST HONORARY MEMBERSHIP

AL KALMBACH HONORED

On recommendation of the Board of Directors, Al Kalmbach of Milwaukee, Wisc., was elected to the Association's first honorary membership by popular acclaim at the Detroit convention. President Ravenscroft in making the citation said, "I think we can all agree no one has done more in the past, through the particularly difficult days of the N. M.R.A. to keep this going and he well deserves it."

The imperturbable Kalmbach, for once flustered by the presentation of the kudo replied, "I am overwhelmed and very much surprised. Thank you."

1947 January National Bulletin

Earl Ruhland, President of MWR (elected Oct 1946)

MIDWEST REGION SPRING MEET IN SAINT PAUL

With the Twin City Model Railroad Club as host, the Midwest Region will hold its spring convention on April 26 and 27 in Saint Paul, Minn.

Members of the entertaining club promise a "bang-up program" featuring at least two fan trips, a banquet, and an impressive list of speakers.

MWR MEETS IN CHICAGO OCTOBER 12, 13

This two-day session proved to be crammed full of interest to all members in the Region who attended. In addition to the visits scheduled for the Chicago Two Rail Club's O-gauge and the Chicago and Western HO Club's layouts, there were inspections of private pikes in Chicago and the suburbs.

Fan trippers were delighted with the tour of the Chicago and Northwestern Roundhouse, the Proviso Yards and Shops.

A directed tour of the Transportation section of the Rosenwald Museum of Science and Industry included a special demonstration of the Q-gauge Santa Fe model railroad.

As a social attraction for the visiting members and their wives, a dance was arranged in conjunction with the banquet. Visiting ladies also enjoyed a special tour of Chicago which was planned for their entertainment.

The annual election of officers was held during the business meeting which was slated for Sunday morning at the regional convention headquarters in the Oak Park Arms Hotel, Oak Park, Illinois, a suburb of Chicago.

As soon as a report of the business session becomes available it will be published in the next issue of the Bulletin.

1947 June

MIDWEST REGION MEETS AT ST. PAUL

Meeting in St. Paul, Minn. on April 26-27, close to 200 NMRA members thoroughly enjoyed the Midwest Region's spring get-together under the sponsorship of the Twin City Model Railroad Association.

Registration opened at the Hotel Lowry, convention headquarters on Saturday, and in the afternoon a railfan trip was made over the Northern Pacific's freight line to Minneapolis. The special train consisted of a baggage-buffet car and several coaches hauled by a 2-6-2 Prairie type locomotive. The coaches were wired with a public address system, with an announcer explaining points of interest enroute.

With Bob Smith, president of the sponsoring organization acting as toastmaster, the banquet was held Saturday evening. Speakers were Earl E. Ruhland, president of the Midwest Region, Harold Helchen, NMRA vice-president, E. A. Ravenscroft, past-president of the NMRA, Wilbur E. Hare, organizational director of the NMRA, and Al Kalmbach and Frank Taylor, publisher and editor of the Model Railroader. Editor Taylor presented the Model Railroader trophy and the Lobaugh cup to Lowell F. Wood, locomotive winner in the recent Model Railroader contest, and entertainment was in the form of railroad motion pictures.

Saturday evening at 9:30, open house was held at the Twin City Model Railroad Club (O gauge), and Sunday morning was given over to the regional business meeting. Sunday afternoon featured visits to the layouts of Ernie Lagerstrom, Jim Slocum, and Bob Smith.

1947 July

The fall meeting of the Midwest Region is scheduled for South Bend, Ind., on November 1 and 2. The South Bend Society of Model Railroad Engineers (HO gauge) will be the host club.

1947 October

MIDWEST REGION ANNUAL MEETING

South Bend, Indiana, will be the scene of the annual meeting of the Midwest Region on November 1-2, and judging from advance notices the South Bend Society of Model Engineers, host club is planning an excellent program.

Headquarters will be the Hotel LaSalle where registration will begin at 10 a. m. on November 1. At 1 p. m. the same day a fan trip on the New York Central System will take place, including branch line, terminal, and main-line operation, a view of an inland coal dock, and a tour of the N.Y.C. Elkhart roundhouse where all types of locomotives will be on display.

on display.

Saturday evening will be banquet time at the Indiana Club, and at 9:30 p. m. operation will be available on the H0 gauge layout of the host club.

The annual business meeting will be held at 10 a. m. Sunday in the Bronzewood Room of the Hotel LaSalle, and three new directors will be elected for a two-year term.

Reservations for the event should be made early—directly with the Hotel LaSalle, stating date and time of arrival. All reservations will be confirmed by mail from the hotel.

1947 December

R. TREPTOW HEADS MIDWEST REGION

With 152 people registered, including 49 visitors from other regions, the Midwest Region's business meeting on November 1-2 at South Bend, Indiana, is now a matter of successful record.

Russell Treptow is the newly-elected president of the Midwest organization, with H. G. Helchen as vice-president and R. C. Adams as secretary-treasurer, E. E. Ruhland and J. Schmitt retained positions as directors.

A fan trip portraying branch and mainline operations and coal handling facilities was enjoyed by the members, with Elkhart & Western operating the first passenger train in 44 years to accommodate the model railroaders.

The usual banquet, attended by 141 registrants with visiting dignitaries supplying the "speeches," and operations on the Lake States & Eastern Railroad of the South Bend Society of Model Railroad Engineers, formed the Saturday evening program.

Sunday morning, the business meeting of the Midwest Region was held at 10 a. m. in the Hotel LaSalle, and at 1 p. m. operations were resumed on the society's model railroad.

1948 March

Mid-West Region will meet at Hamilton Hotel, Chicago, May 1-2. Write the hotel at 20 S. Dearborn Street for reservations—\$4 and \$5.50 up, single and double rooms. Program will include model railroad operations, banquet and business meeting—reservation fee \$1. Visitors from other regions invited.

1949 January

Robert C. Adams elected MWR President through Oct 1951

1949 February March

THE MIDWEST REPORTS

The Milwaukee Road Depot in Milwaukee, Wis., was bustling with activity on the morning of Sunday, January 30. The railroad had kindly loaned the NMRA Midwest Region the use of their Women's Club Room for registration and conference clinics all morning long. More than 150 members registered for the gala day.

It was a very cold day, even for Milwaukee, and some of the trains were late in bringing fellows up from Illinois and Indiana.

After a short introduction by Earl Ruhland, the group separated into three conference clinics. The biggest

A chicken dinner was served to everyone at the Hotel Medford right across the plaza from the railroad station. During the meal the Mayor of Milwaukee, Frank Zeidler, talked to the group. Frank is an old-time model railroader himself, and he and Al Kalmbach of the MODEL RAILROADER built railroads together 20 years ago.

NMRA President Wilbur Hare gave a lively talk about the plans of the NMRA through 1949 and what a fine trip the DREAMLINER will make to Denver for the Convention. Other speakers were Ed Ravenscroft, Al Kalmbach, Bob Adams and Earl Ruhland. Nominations were made for the new directors for the Midwest Region, and later the elected directors held a meeting to choose their officers. The results: President of NMRA's Midwest Region — Linn H. Westcott, Milwaukee, Wis. Vice President — Bob Adams, South Bend, Ind.

Secretary-Treasurer — H. O. Williams, Chicago, Ill.

THE MIDWEST REPORT

(Continued from page 1)

by a slight edge was gathered to discuss realistic operation. Chairman Ed Ravenscroft had notes and definitions prepared at the Niagara Frontier Regional meeting which helped get the group off to a fast start. Markers and yard operation took some of the time, but most of the emphasis and interest seemed to be on ways of eliminating jack-rabbit starts and sudden stops. It was the consensus that smoother operation is a goal for model railroading in 1949.

Bill Walther held another corner of the room with a large group of fellows all interested in electric control and signalling. There was some discussion on rheostats and the wiring of a passing siding, and several ways of operating signals and train control on two-rail track were discussed. — Walther showed the group an interesting two-rail circuit based on the shunt type of track circuit used in real railroads.

Harry Bondurant and Dick Wagner cooperated with a trolley modeling group. Almost all the time was spent discussing ways of hanging trolley wires. This seems to be one of the major problems of beginners in the trolley field.

Directors:

Russell Trepow, temporarily in Washington, D. C.

Al Helchen, Menomonee Falls, Wis.

Jim Grace, Milwaukee, Wis.

Harry Bondurant, Milwaukee, Wis.

After a brief business meeting, the members went over to Al Kalmbach's for coffee, beer and a tour of the new MODEL RAILROADER plant. Highlights of the tour were the new press —

The Midwest Report (continued)

which can turn out more than 5,000 magazine forms an hour—and the new editorial offices for the MODEL RAILROADER and TRAINS Magazines.

The refreshments were served in the MODEL RAILROADER's new proving ground railroad room — a combined workshop and model railroad testing ground. The test railroad is just getting under way, and temporary track was laid down for the meeting.

At four o'clock everyone walked over to nearby Milwaukee Hall for movies of old-time model railroading and the Train of Tomorrow. A wild Western featuring John Page, Joe O'Hearn, Hank Kirtland, Ward Zimmer, et al, wound up the day in hilarious spirits.

1950 September

10 Convention Attendees are killed in the Speedrail accident.

**1951 October G. William Lang becomes MWR President
through November 1952**

1951 November Tragedy at the 1950 National Convention

SPEEDRAIL – MILWAUKEE

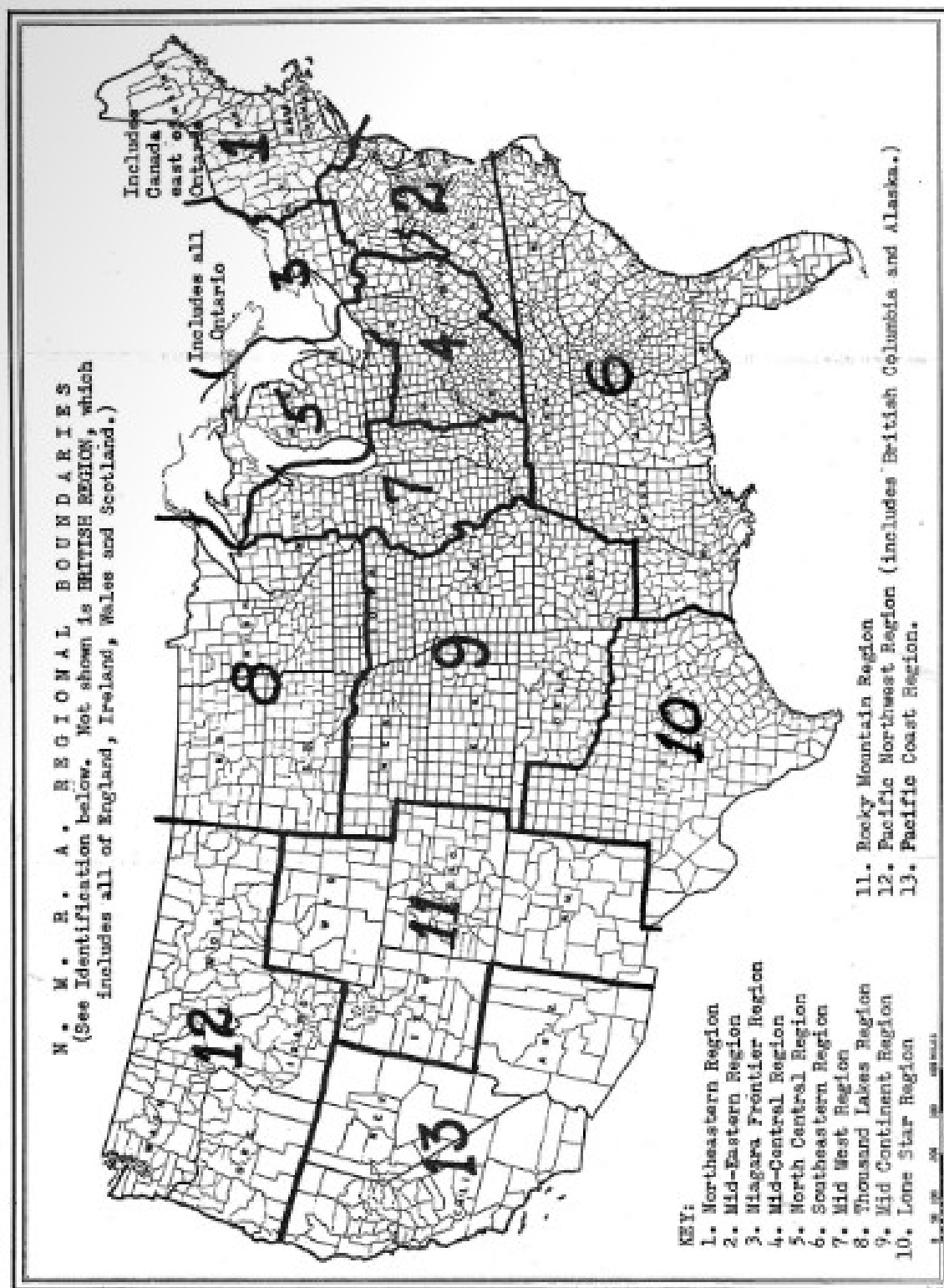
Many of our members are probably wondering just what has been the outcome of the Speedrail disaster in Milwaukee in September 1950. There have been some rumors around that those involved have not been getting a fair shake, but this is far from true. We all know that court actions are heartbreakingly slow and if the usual routine were to have been encountered, those involved in the accident would be a long, long way from satisfaction. This situation has been further complicated by the fact that this was a large accident and many claims are involved.

However, it has been reported, on good authority, that these cases will be on the fall calendar of the Federal court involved, and it may be possible that the claimants will receive satisfaction much sooner than might otherwise be expected. Everything is in very capable hands, progress is being watched closely, and we believe that those of our members who are awaiting settlement are receiving the best of care.

1952 February

Speedrail Accident

We have been advised that almost all of
the claims against the Speedrail have been
settled to the satisfaction of our members.





EDWARD A. RAVENSCROFT

To the members of the NMRA the name of Ravenscroft has been linked many times to the growth of our organization.

Although Edward was born many years before the founding of the NMRA, it wasn't until 1940 that he became a member.

From the very first his interest and activity in the NMRA was felt. He became a member of the Engineering Committee in 1942 and Chairman of the HO Standards Committee in 1943. In 1944 he became President of the NMRA and served two terms. It was during this period that the NMRA became recognized and respected by the manufacturers.

Under the able direction of President Ravenscroft the Advisory Council was created, the accounting system was changed, dues were increased to \$2.00 to finance an expanded program of services such as the Data sheets, compiling of the first Index, increased the *Bulletin* to a monthly publication, the Inspection program and increasing the Regional organization from 1 to 5 regions. The Standards were rearranged and modernized with the cooperation of the manufacturers and by the use of direct mail and other promotional schemes, the membership was raised from 780 to 6000 members.

(Continued from Page 1)

For one brief term in 1946, Edward was Chairman of the Inspection Committee when his services were directed to the job of Treasurer from 1947 through 1950. In this office he introduced modern accounting and cost records which enabled the Board to plan for the future of the NMRA with greater accuracy. He was Chairman of the Committee that found and set up Bob Bast as office manager and he wrote a complete manual of procedures for the office manager and the Treasurer.

Edward's other activities as Vice-President of Abbott Laboratories, Director of Abbott Laboratories International Company, Vice-President of the Board of Managers of the Highland Park Hospital and member of numerous other organizations, demands much of his time although he does find time for the Glencoe Skokie Valley Railroad, an HO gage, 2 rail model pike with 600 feet of track. It was on this layout that he developed the Autostat Control and tested the various ideas that later appeared as articles in the *Model Railroader*.

Edward's one regret is that although he has two sons, Eddie Jr., age 17 (who is a hot drummer) and Bob, age 11 (an enthusiastic boy scout), neither are particularly interested in model railroading.

1952 November Roger B. Deatherage becomes MWR President

1953 January

Midwest Regional Features Contest

The Midwest Region staged its first model contest as a feature of its fall convention, which was held in Milwaukee, Wis., and attended by 200 registrants.

Best model of the show was judged to be an HO 4-8-4 of Burlington prototype, entered by Marvin Duesing, the region's secretary-treasurer.

Roger Deatherage of Highland Park, Ill., was elevated to the presidency of the region, while Bill Lang of Elgin, Ill., became vice-president. (These two merely exchanged offices.) Marvin Duesing continues as secretary-treasurer.

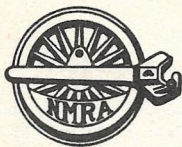
Elected to the executive board were Al Michna of Racine, Wis., Brad Bradley of Glenview, Ill., and George Isaacs of Bloomington, Ill., for two-year terms, and George Baker of Lafayette, Ind., for a one-year term.

The region's spring convention will be held in Chicago, with the Garfield Park Model Railroad Club serving as host.

—Bob Johnson

1953 June

MIDWEST



THE BROTHERHOOD AND ENGINEERING
ASSOCIATION OF MODEL RAILROADERS

WAYBILL

VOLUME 2

JUNE, 1953

NUMBER 7



WHO, ME?

Yes, Bill Lang. You're our favorite nominee for the office of President of NMRA. Don't go looking surprised, either. Your service justifies this kind of recognition, and you have our vote.

We're urging every member of Mid-West Region to vote for you, too. Your organizing ability, your energy, your devotion to NMRA, have put this Region out in front. When you become National president, you'll do as much for the National as you've done for this Region, and we'll all be that much better off.

We're voting for Marvin Duesing as Treasurer of National, too. He's so precise, so careful, such an able accountant, and so well equipped for executive responsibility that we want him to be our next National Treasurer.

Listen, members of MWR: Let's all get behind Bill and Marvin. Our 1300 votes will elect them. All we have to do is get unanimous and give our men the same support as National candidates that we've given them as Regional officers.

Let's all vote.

Let's all vote for LANG AND DUESING.

SPRING MEETING AT GARFIELD PARK A SIZEABLE SUCCESS: 222 ATTEND

Say, those Garfield Parkers are excellent hosts. Two hundred and twenty two of us can attest to that, having attended Midwest Region's Spring Meeting on May 3, at which the Garfield Park Model Railroad Club proved its skill as a host organization.

For the first time in our memory, rainy weather was our fare for meeting day. The dampness failed to dampen the good spirits of the crowd, however, and we learned that sunny days aren't essential to the success of a Regional affair. Slides and films, clinics and contest, luncheon and operation, brotherhood and engineering went on as smoothly as they would have had the skies been sunny. Even the ladies tour of the Garfield Park conservatory went on without difficulty. Only a few drops were falling; the gals skittered between them, so they didn't even get spattered.

Bieze Brothers catered up a luncheon which satiated every appetite -- even the earlier-cited, monumental Roger Charnock appetite was dulled a bit by the ample servings.

The attendance, 222, was an easy 20% above that tallied at our last Calumet Park stanza, and it even exceeded the registration scored at our Milwaukee Convention last fall. We have gathered that, first, the overall membership of MWR is on the upgrade, and, second, interest in these activities is increasing. Reasoning thus, we look forward to greater registration at future Conventions and Meetings.

It was interesting to observe, too, that the ladies are turning out in larger numbers. They sat in during the Super-Roundhouse Discussions, and were so eager to see the 3-D slides that a special show had to be arranged for them following the conservatory tour. They seemed to be railroad fans -- not just the model railroad widows that they may claim to be. This is just a hint, of course, that more of you ladies ought to come along to these affairs.

It was most pleasing to see that the attendance was drawn from all parts of the Region -- not just the Chicago area. The Chicagoland contingent turned out in good numbers, to be sure, but the rest of the Region was more than amply represented.

Well, to borrow Eric Knight's words, it was a champion do, and we thought it worth waiting for. Now we can start looking forward to the next one, and we hope that you -- and you -- and more of you will do the same. If you haven't yet attended a Regional Meeting, you've missed all the fun of NMRA membership, and we counsel you to be with us at the next show. They're too much fun to miss.

As I, John Coy, MMR 730, was assembling this MWR History, this is the earliest, June 1953, hardcopy in my possession.

1953 August 1st TIME NMRA CHAPTER HOST ORGANIZATION

ANNUAL MEETING SET FOR OCTOBER 17TH AND 18TH IN BLOOMINGTON

When Mid-West Region convenes in Bloomington, Ill., for its 1953 Annual Meeting, it will be the first time in its history for an NMRA Chapter to be the host organization. It's something different, you see, and we're looking forward to a knockout convention.

McLean County Chapter has arranged for the Rogers Hotel in downtown Bloomington to be our Meeting Headquarters. Accommodations can be reserved by writing to the hotel. We'll register right in the lobby, and the Cactus Room will be available for displays, including the display of the contest models. We haven't yet been told what sort of seating will be provided, but we assume it'll be more comfortable than the name of the room might imply.

We'll enjoy our banquet and annual meeting in the hotel, too. Swiss steak will be the entree, and we know the trimmings will be fabulous. Meal reservations will be made in advance, as usual, at \$2.50 a plate; watch for the reservation card next month. Registration fees, \$1.50 per registrant, will be paid on the spot as before.

Four small layouts will be on display during the meeting; HO, HO3, and O gauges will be in operation. Club and home layouts will be shown, too.

And, craftsmen, you'll want to trot out your top notch equipment for the Annual MWR Model Contest. The seven main classifications will be described in next month's WAYBILL, but we'll just warn you to get hopping if you've a nearly-completed project of competition caliber. Remember, it's the fall contest which involves the cash prizes.

We're looking forward to another Super-Roundhouse Meeting with you subscribers. Bring some big tough questions with you, and let's have the fun of solving the problems together.

Watch for further information next month. Get your planning started now, though, because this one will be a big old time, and we want to see you there.

1953 September Chicago wins bid: 1954 National Convention At this time, the Waybill is based in Chicago

1953 September

ALL ABOARD FOR BLOOMINGTON — MWR ANNUAL MEETING OCTOBER 17 & 18

Let's all head for Bloomington, Illinois, and the finest Midwest Region Meeting we've ever dreamed of. Dick Hauffe, George Isaacs, Ned Jefferson, Roy Cooley, and all the rest of the members of McLean County Chapter have worked up an ideal weekend meeting for us. Whether you're there all day Saturday, all day Sunday, or all day both days, you can't miss having a great time.

The Rogers Hotel, East Grove and East Street, will be Headquarters for all Convention activity.

Look, Chicago and Cook County, the rest of the Region has been trekking in here for years to see us — and we'd better take this opportunity to repay a few of the visits. Bloomington is only a couple of hours from Chicago by train, so let's get down there and see what a good time has been planned.

There'll be five openhouse layouts for us to review, with four others on hand at Convention Headquarters. There'll be prototype railroad visits, a model contest, a sumptuous banquet, and plenty of free time for train-watching. There'll be an Annual Meeting, an election, and a Super-Roundhouse Discussion. There'll even be some open time Sunday for you to attend church services.

Ladies, you've been thought of, too. The committee is still working on your part of the program, and we hope to have details before the next mailing is prepared. If we don't, just come along with that model railroader anyway; some activity will have been planned for your special enjoyment.

Check the details given in this issue — there's something planned for everyone, isn't there? Plan to be on hand for this convention — help make it a successful one. Just remember that NMRA Regional Conventions are the biggest times in model railroad-ing, and that they'll be more fun if you're there, too.

SHALL THIS REGION HAVE A COUNCIL OF PRESIDENTIAL ADVISORS?

Does this Region need a Cabinet of experts to help the President with his duties? Bill Lang, for example, has done wonders for MWR, but now that he's retiring from the Board, his talents won't be available to the Directors any more. If the President wanted Al Kalmbach's advice, he'd have to seek it outside of a Directors' Meeting. If he needed the aid of Ed Ravenscroft, likewise, he'd be obliged to consult with him apart from the Directors.

The President of NMRA is under no such restriction. He has an Advisory Council — past presidents of NMRA, committee chairmen, and others whom he's appointed. They sit in at Trustees Meetings and help the President with advice.

MWR has something of the sort in its Secretary-Treasurer. Marv Duesing was appointed to the post, as provided in our Constitution. And, the editor also sits in at many of the Board meetings, sometimes adding a word here and there. Neither Marv nor the editor votes.

We are certain that someone will propose amending our Constitution to provide that the President may appoint such a group of advisors to help him in the administration of MWR affairs. When the Directors talked about it, they thought that the advisors should be members in good standing of MWR, and that they might be past directors, appointed for the good they could do the Board; or that they might be technical experts, appointed for some specific task. There'd be some constitutional limit on the number which could be invited to any one meeting, and they'd be prohibited from voting.

What do you think about this plan? Why not be prepared to discuss it, or vote on it, or both, when you're at the Annual Meeting?

OOOOO

1953 October

Marvin E. Duesing becomes MWR President through October 1954



ED RAVENSCROFT
Winner of a coveted honor

Ravenscroft Wins Top Honor

HONORARY MEMBERSHIP AWARDED EX-PRESIDENT

The highest tribute NMRA can pay—honorary membership—was bestowed on former president Ed Ravenscroft at the 1953 convention in Toronto.

He thus became the third man in NMRA's 20-year history to win the coveted honor. Presenting the award was Al Kalmbach of Milwaukee, Wisc., publisher of *Model Railroader* and the first person to be awarded honorary membership. (The other is Bernie Gottlieb of Detroit, Mich.)

"Nine years ago, at the Pittsburgh convention, the NMRA nominated for president, and later elected, a quiet young man who had been inconspicuously pursuing his hobby in Glencoe, Illinois," said Kalmbach in his presentation address.

"He had served one year on the NMRA engineering committee and the

second year as the chairman of that committee, submitting to that same Pittsburgh convention one of the finest engineering reports the NMRA had ever received—one which met with favor both from the membership and from the manufacturers, and resulted in the smooth-running HO standards which are so universally accepted today. It was undoubtedly that report which won him the nomination as our president.

"However, what the membership did not fully realize at that time was the background of this man outside of model railroading activities. He was chief engineer and a member of the board of directors of one of the country's largest pharmaceutical manufacturing companies. His background in-

(See RAVENSCROFT, Page 8)

Ravenscroft

(Continued from Page 1)

cluded not only an engineering education but experience in cost accounting and a thorough grounding as a successful business executive.

"The new NMRA president had only been in office for a little bit more than a week before he had the Johnson bar down on the corner and the cinders flying. Our formerly intimate little association of some 1,000 members suddenly found itself in for a pilot-to-caboose overhauling and a period of growth such as it had never known before.

"Ed Ravenscroft recast the basic frame-work of the association, created new services for the membership, and instituted for the first time really sound financial policies."

Beyond and above any of Ravenscroft's direct contributions to the NMRA, said Kalmbach, is the influence he had on the others who worked with him.

"Ed has never been a man who likes to do everything himself," said Kalmbach. "He is modest, and has never been one to seek personal glory. From the very beginning of his first administration he was quick to realize that there were many other people within the NMRA who had talents to contribute to our national organization. I think that his greatest achievement for us was the way he brought out the best in others and the way he got them to contribute their thoughts and their efforts on behalf of the entire membership. . . ."

Please continue on next page with another article about Ed Ravenscroft.



ED RAVENSCROFT
Winner of a coveted honor

1953 October

LEADER FOR DECADE

Panel Recalls Ravenscroft's Achievements

(The honorary membership award to Ed Ravenscroft at the Toronto convention was made on the strength of a recommendation by the 1952 Honors Committee. Members of this committee were Adrian Buyse, chairman, of Wynnewood, Pa.; C. Watson House of Hartford, Conn., and Neil C. Fisk of Great Neck, N.Y. Their recommendation was adopted last January by the Board of Trustees. Excerpts from that recommendation are printed here.)

ards Committee in 1946. That the standards are so widely recognized by hobbyists and manufacturers alike is a tribute to his almost evangelistic passion in persuading the interested parties of the necessity of their adoption.

In recounting Ed's many contributions to the NMRA, one would be remiss in omitting reference to his efforts as chairman of the committee which established the reorganization of the central administrative office under the present office manager. Once set up, Ed prepared the procedures manual for the office manager. Before ending his third and last term as treasurer he likewise wrote a similar manual covering the treasurer's office.

EDWARD RAVENSCROFT CONTINUED ON NEXT PAGE

Ed really hit his stride as president. . . . He created the advisory council and instituted the semi-annual meetings of the officers, board and advisory council. From the first meeting which he conducted, items were brought up in order from a previously circulated agenda, discussed intelligently for facts, fancies or faults, then approved or discarded, but rarely tabled.

During his administration the membership increased by a phenomenal 800 per cent. The accounting system was modernized, cost records introduced and dues were upped to \$2 to finance an expanded service which included the Data Sheets (Ed's novel idea backed up with his own share of hours of compilation), a monthly BULLETIN, inspection service and the enlargement of the regions from one to five. National standards, a long-time personal interest, came in for extensive revision and rearrangement while he was chairman of the Stand-

Throughout this past decade many of the advances in the NMRA have been associated with the name of one man.

Edward A. Ravenscroft of Glencoe, Illinois, twice elected to the presidency and thrice to the treasurership, is most deserving of the honor. Even before his election as president in 1945, Ed, as he is affectionately known throughout the association, had already served on the HO Engineering Committee in 1943 and as its chairman in 1944. Ed's HO Engineering Report to the Pittsburgh convention is still regarded as a model of clarity and unbiased research. Dealing with potentially dangerous questions, his report considered both sides of every issue and concluded with a summary that was later adopted with surprising unanimity by the members and representatives of the manufacturers who had been consulted in an advisory capacity.

1953 October



ED RAVENSCROFT

Winner of a coveted honor

These many achievements have not been won without considerable personal sacrifice of time and other interests, yet during this period Ed has designed and built his second version of the Glencoe Skokie Valley, a 600-foot run, 2-rail HO pike in which he introduced a number of unusual methods of construction and novel ideas of operation and control. Not content to keep these to himself, he authored a series of articles in *Model Railroader* describing the advantages of their application.

Worthy indeed is he of the acclaim that goes with meritorious service to the NMRA. Therefore, it is a rare pleasure indeed to recommend Edward A. Ravenscroft to honorary membership in the NMRA.

Wise counselor, honored leader, man of achievement no less than man of ideas, we propose you to the highest honor in the grandest of all hobbies.

1953 November

The Waybill becomes available to Non-Members of the Region. The Southeastern Wisconsin Chapter formed. It's first meeting was on September 24th, at the Wusum Art Museum in Racine.

Mail polling and FIRST MAIL BALLOT APPROVED AND ACCEPTED AT MEETING.

Midwest Region Elects Officers

Marvin Duesing of Elgin, Ill., was elected president of the Midwest Region at its Fall meeting in Bloomington, Ill.

New vice-president is A. B. Bradley, Jr., and Herb Krien is secretary-treasurer.

The region constitution has been amended to provide balloting by mail for officers, thus giving all a chance to vote without attending conventions.

Vice-president Bradley, reporting on MWR activities, has a couple of interesting notes:

1. Things are shaping up for the 1954 National Convention in Chicago. Bill Lang and Bob Grubb have been appointed co-chairmen to direct arrangements, with Bradley and Wilfred Anderson as assistants. Unofficially, the convention dates are Aug. 27-28-29, and the site is the famed Palmer House.

2. Regional consensus of opinion is opposed to dropping consideration of a standard coupler pocket. The feeling is that Walthers and others have made a good start and the thing could be rather quickly and simply done while awaiting the new coupler. Thus all equipment could gradually shift over to that and be ready if, as, and when an acceptable standard coupler is put forth. Meanwhile all manufacturers would then be more nearly ready to accept the coupler, as it would require no further change on their part.

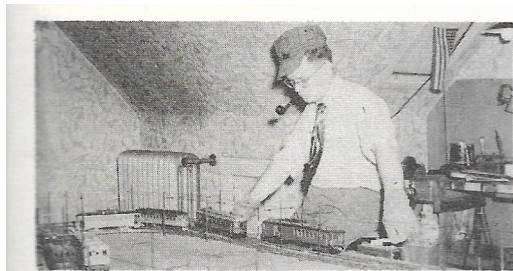
Lady's First - - To Sign Up 3

Out of 11,136 NMRA members—of which probably about 11,000 are males—the first to win a free year's membership is one of the feminine minority.

Ann Morrison of Skokie, Ill., took less than two weeks to sign up three new members, after the contest began on Nov. 1.

Ivon Preble, NMRA vice-president who is directing the membership drive, sent Ann congratulations, and expressed the hope that many other NMRA members would be quick to follow her example.

1954 WAYBILL



ONE FOR THE ROAD

Here's Brad Price manipulating the controller to make a meet between the Sacramento Northern and the Pittsburgh, Harmony, Butler and Newcastle on his O-gauge trolley line, a neat feat in geography, engineering, logistics, and chronology; something which can happen only on a model railroad. Last time we talked with Brad, he was president of the Chicago Model Railroad Builders Guild, and in a spot with some of his contemporaries because we'd accused him of building some of the equipment he'd acquired by purchase. How are things up under the eaves these days, Brad? Photo by Charles Arnold.

1954 February

A MWR Meeting and Visit to the Purdue Model Railroad Club

REGION PLANS TO MEET ON APRIL 25TH IN LAFAYETTE

"Lafayette, we are here." That might be the rally call on Sunday, April 25th, when Midwest Region holds its Spring Meeting in the Purdue University Memorial Union Building. Plenty of railroading, plus technical sessions featuring an entirely fresh approach, a low-cost luncheon, and the Purdue Campus are the attractions offered by historic Lafayette. Tippecanoe Battleground, where General Wm. Henry Harrison won the fame which led to the White House, is nearby for early-arrival visiting.

George Baker, Sam Ross, Jerry Lohr, and Dave Peat joined the directors at their January meeting to go over plans and procedures. We learned from them that the Purdue Model Railroad Club has an operating layout right in the Union Building, where activity will center; that the Transportation Corps' layout may be in display condition before Meeting Day, and that we may be able to tour the Association of American Railroads Building while we're there. A live-steam layout is being built a few miles away; it will be in partial operation for us. One model engineer has a quarter-size scale model of a J. I. Case steam tractor, capable of pulling an automobile, and this will be exhibited at the live-steam layout, too.

Films for the ladies won't be their only entertainment at this meeting, either. A walking tour of the Purdue Campus was discussed; you gals will enjoy it. Comfortable sitting rooms will be available for those of you who want to visit and improve acquaintances.

Full meals will be served in the Union Building Cafeteria — we'll have our own special serving line and a reserved seating area. Prices? Eighty cents to \$1.25, according to men who eat there regularly, will provide an excellent meal. In fact, Dave Peat says it's hard to eat a dollar and a quarter's worth of food. You'll find a sweet shop open as soon as you arrive, where you'll find a hot cup of coffee to dispel the early morning blues.

— Continued on Page 2, Column 1 —

1954 February **NOTE: Indianapolis was originally part of the Mid-Central Region.**

PROPOSAL TO ALTER BOUNDARIES OF MWR OFFERED BY LANG

Prolonged study of the shopping and working habits of a number of communities on and near the borders of Midwest Region has convinced Bill Lang that some beneficial changes ought to be made. Bill observed that NMRA Regional boundaries, drawn along state and county lines, often run smack through the middle of a community. Considering this fact, he referred to a number of maps, charts and tables published by the Chicago Tribune, showing the areas from which the retail trade of many important cities in MWR is drawn.

He concludes, for example, that the boundary of this region should be moved some distance into Iowa near Davenport. The Quad Cities — Rock Island, Moline, Davenport and Bettendorf — are actually a single community, where retail trade, employment, and entertainment are concerned. We're not trying in the least to detract from the individuality of the two Iowa Cities, either; they're simply used interchangeably with the Illinois cities as trading centers. Hypothetically, a man who lives in Camanche, Ia., and works in Bettendorf might take his family into Davenport to do a week's marketing, buy the kids' new shoes in Moline, and take them to a movie in Rock Island, all in one Saturday. That being true, we can see that all NMRA members in that general area ought to belong to the same region.

A similar situation exists around St. Louis; the busy industrial suburbs on the Illinois side of the Mississippi are in reality a part of the St. Louis community. There's a fine bunch of NMRA members down there, all of whom we regard very highly; we believe, though, that they'll take part in more NMRA activity as members of Mid-Central Region.

Indianapolis, assigned to Mid-Central Region, enjoys far easier access to Chicago than it does to Cincinnati and Columbus, and Bill thinks the members in the Indianapolis retail trading area ought to be part of MWR. The line between MWR and North Central is drawn through the Fort Wayne retail trading area. The city is NCR territory; some of the area of trade is MWR territory. The whole zone ought to belong to one region or the other.

St. Joseph and Benton Harbor, Mich., handier to South Bend and Chicago than to Detroit, are in the North Central area. The upper peninsula of Michigan, also on the state-line theory, is allotted to NCR. Michigan's Twin Cities might well be assigned to MWR, while Upper Michigan and Northern Wisconsin together might be allocated to Thousand Lakes Region, being far handier to Duluth and Minneapolis than they are to either Detroit or Chicago.

Bill is making suggestions about these places with the thought of strengthening NMRA, and of putting the NMRA members in those areas into contact with Regional activity toward which they gravitate anyway.

Favorable consideration of these suggestions about our own neighborhood will, we think, increase Regional activity in the revised areas, and prove equally beneficial, in that way, to neighboring Regions and MWR. We hope this study may be expanded to eliminate inequitable borders for all Regions.

1954 April **SOUTHEASTERN WISCONSIN CHAPTER...**

SOUTHEASTERN WISCONSIN CHAPTER CONTINUES MARCH OF PROGRESS

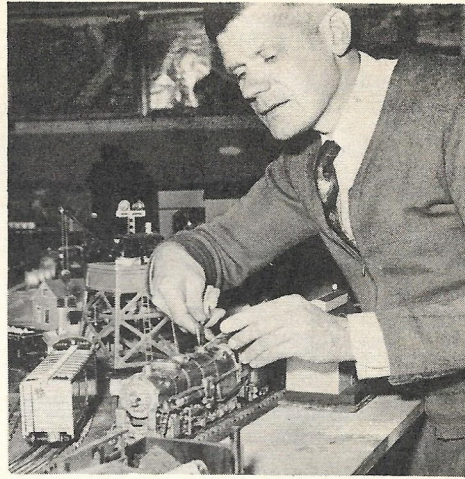
Getting organized, the second chapter in MWR enjoyed an exceptional meeting on Thursday, January 28th, at the home of William Barr, Racine. 21 members were present, representing Racine, Kenosha, Burlington, Elkhorn, and Lake Geneva, Wis.

These directors pro tem were elected: Roger West and Norm Hay, Racine; Joe Ripp, Kenosha; Carl Rubach, Burlington; Gene Meadows, Elkhorn; and Al Michna, Racine, who will be secretary and treasurer. An operating constitution was adopted, essentially the constitution of MWR modified to fit the needs of the chapter. A discussion of pulsed power and other electrical problems took up the rest of the jaw session. Some of the members who had tried half wave didn't entirely agree with the findings published in The Model Railroader.

Next came an operating session on the layout of Host Barr with everyone taking his turn at one of the three control panels. Plenty of red raspberries went to the green throttle pushers, who ran yellow boards and narrowly missed several cornfield meets. The pike is HO.

Chow closed the evening; Mrs. Barr and Mrs. Ken Mehaffy served a delicious late lunch. The next meeting of the chapter was scheduled for the last week in March. We'll let you know later how things progress. Hats off to this going, growing chapter.

1954 April One of the few early published Waybill photos



DIRECTOR LLOYD NELSON —
REAL, LIVE O-SCALE RAILROADER

Lloyd Nelson, shown here adjusting the frame of his new Lobaugh Berkshire, speaks deprecatingly about his railroad. "It's only high rail," he says.

All right, say we; you have a center third rail. Maybe some of your cars and structures are good old Lionel. But you've also got that Lobaugh 2-8-4 and a Mother Hubbard Atlantic on the roster. Are they high rail? So we compromise. Lloyd Nelson's model railroad is Not-Quite Scale.

Nelson owns one of those fabulous 700E Hudsons which Lionel used to sell for a paltry 75 fish. This one's quite different. It runs on potato salad, Swedish meat balls, herring and potatis-korf.

According to Nels, that's better than half wave, and all he can get in Rockford, besides.

oOo

1954 May

The Chicago convention slogan is: "See more in 54!"

MWR Membership soars to 1452!

1954 June

Region seeks an official photographer.

1954 August

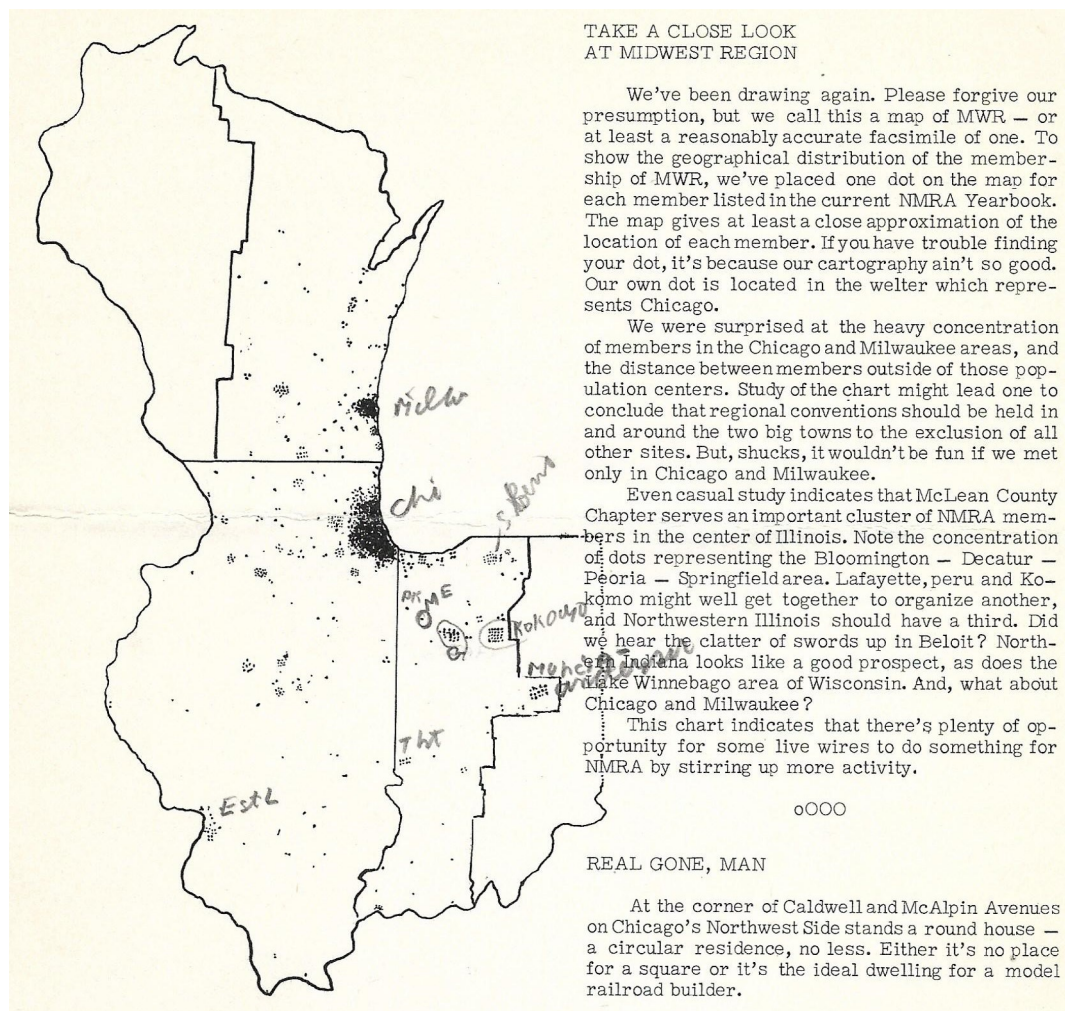
Embroidered MWR Emblems are available. Design includes blue and red thread. 50 cents each.

1954 September

Convention registration tops 700, approaches record. And, the MWR Emblems are in!

Dave Peat appointed official photographer!

1954 October

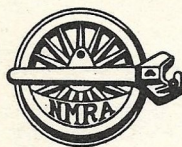


1954 December

The Waybill's 3rd birthday! "The first issue was dated December 1951.

1954 December A "Birthday" and Kokomo (IN) is Booming!

MIDWEST



THE BROTHERHOOD AND ENGINEERING
ASSOCIATION OF MODEL RAILROADERS

WAYBILL

VOLUME 4

DECEMBER, 1954

NUMBER 1

WE HAVE ANOTHER BIRTHDAY

Almost unnoticed, another year has been pushed over the hump. It's up to us to throw the retarders, flip the switches and head number 1954 into the outbound classification track. If it was an indifferent year in your book, you may switch it over to the far side of the yard and forget about it. Maybe it was a good year — one which you'll want to shunt into the track near the tower so you'll always remember it. Perhaps it was one of those years which you'll run over to the rip track and remember only with a bit of a shudder. We know that type.

It's funny, though — the General Yardmaster never tells you what's coming next. You just have to set the retarders according to what you see as the string rolls by you.

The WAYBILL makes another black mark on the wall now, for this is Volume 4, Number 1 and we have another birthday to celebrate. The first issue was dated December, 1951. Comprised of four pages, it featured some halftones, such as have been appearing in WAYBILL pages ever since in greater or smaller numbers, depending upon the budget.

We appeared in twelve six-page issues during our third year. Volume 2 had one four-pager. There were no special issues in 1954; convention-goers received two such in 1953.

Twelve issues brought you 204 articles, with 21 line drawings and 14 halftones to illustrate them. The previous Volume consisted of 178 stories, with 19 line drawings and 13 halftones. More material went out in the general mail, you see, even though we had more work getting out Volume 2 on account of the two special issues which had no general circulation.

We had a sweet hassle with the adherents of couplerism during the past year, and enjoyed it even when everybody in sight was being persuaded to join in hurling epithets at our old gray head. The value of the squabble shows in the amount of publicity given the coupler question, the establishing of the coupler pocket subcommittee for HO and something new in the program which our files show wasn't in a year ago.

We'd like to stir a similar controversy in the matter of inspection, too, but our trumpetings have as yet gone unchallenged. Maybe we gotta think up another dinosaur.

Most times the work has us hopping like a fly on a hot griddle, but we get a kick out of it. It's a stint of about 5000 words a month, depending upon the number of illustrations. One picture is worth —

well, maybe not 10,000, but quite a few words, and our work is greatly lessened by each. We're grateful for all your help — it seems to be on the increase, and we're glad of that. This journal belongs to you, and it certainly needs more of you in it. Paul Olson is especially helpful in the physical work of making up the issues. If he weren't so busy, we'd sneak off a whole lot more of this work in his direction. As always, Mrs. Johnson is most patient. Our litter of papers all over the house and our continual howling for her help in locating carbon ribbon, X-acto knives, T-square, last month's Bulletin, and Heaven only knows what else don't phase her at all. She keeps smiling. Scrap paper on the rug is OK, too, but we gotta quit spilling rubber cement on the drapes.

Well, it's still fun, even after three years; we hope you feel the same way. One of these days, of course, (not POW) it will be somebody else's turn. Until then, though, we'll be hangin' round your mail box every month at just about this time.

oOOOoOo

KOKOMO MEN TELL STORY — DETERMINATION DID IT

Uncomplicated and wonderful is the story of the NMRA boom in Kokomo, Indiana. You may have read in these columns that the 1953 Yearbook listed just one NMRA member in the thriving little city, and that the 1954 edition shows 24 plus the club's membership. Someone really kindled a fire.

Several delegates from Kokomo came to Creston for the Annual Meeting, and we had the privilege of becoming acquainted with E. T. Buchanan, who told us how it came about. By the way, we didn't meet the rest of that group, but hope to have the pleasure one of these days when we go touring in the Hoosier state.

When the Kokomo Society of Model Engineers was founded, the city was at a low ebb in model railroading, even lacking a full-scale hobby dealer. The founders decided, however, that much of that would be changed. Everybody in the club would belong to NMRA, and hobby trade would be encouraged. Well, both came to pass. The club is growing and building. The members can buy their model railroad supplies right in town, and the list of NMRA members keeps getting longer. Soon, we betcha, it will fill an entire column in the Yearbook.

Good news, eh? Well done, Kokomo; you've given everyone something to shoot at. And, Brother Buchanan proves that Kokomo lacks nothing in model building skill; his interlocking tower earned second award in the structures class of the Creston contest.

1954 December



**MWR BOARD ORGANIZES,
SEEKS PUBLICITOR**

Pictured here are the characters who will administer MWR affairs in the months ahead. Left to right, front row, are Roger Deatherage; Herb Krien; treasurer; and Bob Johnson. Left to right, second row, are Marvin Duesing, vice-president; Frank Saville, secretary; Lloyd Nelson; A. B. (Big Brad) Bradley, president; and Bob Browne.

At the first meeting of the new board, held on November 14th at the home of the president, publicity came infor considerable thought. One nominee for the office of publicitor has already been contacted, and others were suggested at the meeting. MWR plans to get its share of publicity again. One task for the new publicity man will be the finding of a photographer — we've a volunteer already, by the way. Dave Peat, though, is still sweating out his call to service.

This is the conclusion of the first ten years of existence of the Midwest Region which started September 2nd, 1945.

It seemed fitting that the FIRST picture of the MWR BOARD ever published (to the best of my [John Coy] knowledge) ends this first ten years of MWR history.