

1955 January

Muncie Indiana joins the MWR!

MUNCIE RAILROADERS SAY,
"GLAD TO BE ABOARD"

Word comes from Bob Zimmerman, Chief Clerk of the Wapihani Valley Model Railroad Club, Muncie, Indiana, that he and his associates look forward to the future of their association with MWR. You may remember that the BOT in August placed Delaware and Madison Counties, Indiana, in MWR, upon a petition brought in by the Muncie group.

Zimmerman reports that the club has been in existence for somewhat more than a year, and has been meeting in members' homes. A portable display layout is under construction at the home of Jack Schilling, General Superintendent, 717 Haines Avenue. Tuesday is work night. Rent-free layout space, a garage building, has just been arranged for, and plans for flooring and sealing the structure are under way.

We were quite interested to find on the membership roster five husband-and-wife teams. Can any other club top this? The Garfield Park club in Chicago has three, we believe, and that seemed like a good many. Total membership is twenty.

Officers are Schilling, GS (President), Mark Ballinger, Sup't of Operations (VP), Zimmerman, Chief Clerk (Sec'y), and James Taylor, Casnier (or Treasurer.)

Everyone in Muncie is HO-conscious, by the way, and there are several operating layouts among the members.

Ladies and gentlemen of the Wapihani Valley, you're certainly welcome aboard. MWR is flattered at the choice you made, and we hope to merit your continuing confidence. Maybe one of these days we can meet all of you personally, together with Jack Dunbar and Joe Stoops of Anderson, in the adjoining county, who were moved into MWR when you were.

oOo

1955 February

MWR Member Bill Lang resigned as Vice-President of the NMRA. He was frustrated with the fact that he was responsible for a number of Committees that he had no voice in selecting a Chairman. Bill will continue to work within the MWR.

1955 February



GET MWR INSIGNIAE
FROM HERB KRIEN

A colorful emblem like this one would look well on your jacket or engineer cap, wouldn't it? The circles are in red, "Midwest Region," is spelled out in blue and the NMRA insignia is worked in blue and red. The background is white for high visibility.

Send to Treasurer Herb Krien — his address is on page 2 — for your emblems. Fifty cents each, two for a dollar bill, emblems will be rushed postpaid right to your door. Why not send for yours today?

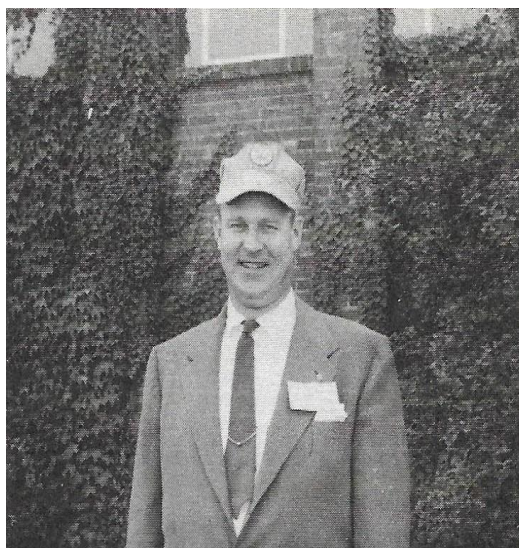
1955 March

Directors making plans for the May convention.

There will be three candidates for MWR President in 1955

1955 March

MWR President BIG Brad Bradley!



Away up there, about six and a half feet above ground level, stands the president of MWR. The awe-inspiring height of A. B. Bradley leads many people to address him as "Shorty," a delightful misstatement which he seems to enjoy.

Just as affable and good-natured as the picture indicates, Brad lives in a basement in Glenview, Ill. He says it's the only basement in the world in which a grown man can walk around without stooping — and we won't dispute his claim, having seen lower ceilings in many houses. In this basement, the big guy has his well-fitted workshop and is erecting a solidly-constructed, quiet-running HO road in the image of the Union Pacific. The latter is Brad's ideal.

Upstairs of the basement Mrs. Bradley — Peg — lives in a nifty modern-ranch home, presides over the coffee pot and the piano, and supervises the cat, a monumental Tom named Soda who fights with Brad upon occasion.

When not modeling the Union Pacific or casting aspersions at electric railroads, Brad slaves as a project engineer for the Birtman Electric Company in Chicago. What he doesn't know about fractional-horsepower motors and such mechanisms as they drive is hardly worth knowing. During the late War he captained an escort-type vessel for Uncle's Navy, and it's not true that Bradley was the prototype of Captain Queeg. Although the holder of a transport pilot's license, Brad rarely drives an airplane any more. These days he mostly keeps his feet on the ground. Big Brad is a nice-type guy to know.

1955 May

MARVIN DUESING, Vice-President, MWR



MEET THE VP — MASTER
MODEL ENGINEER

Here's Marvin Duesing, vice-president of MWR, an ardent superdetailist in HO scale. Marv's model railroading motto is "Take it easy," and you'd never believe it looking at his work, but that's just what he does. He'll use three hours any time to build a jig or fixture which will save him at least an equal amount of model work. He knows the easiest way to build up globe valves, pipe elbows, tees and unions and many other minute details which only seem impossible. To sum up Marv's model building, we'll say he's neat, careful and methodical.

Secretary-Treasurer of MWR for two years, Duesing was elected director and president in 1953. He was made vice-president after last October's election. His successful handling of registration for several regional affairs made him the logical man to take charge of national convention registration, a task which he handled admirably, caring meticulously for an alarming amount of correspondence. Marv is active in the Valley Model Railroaders, and has been president of that society. When not otherwise occupied, he's vice president and general manager of K&D Sales and Auto Parts.

Marv and Mrs. Duesing and their two children, Kent and Kathy, recently moved into a new home, with basement, at 803 Ford, Elgin, Illinois. The name of the street is quite in order. Until it gets paved, you have to ford it from one end to the other. Now, though, Marv can look forward to building a layout. We just plain betcha it will match the excellence of his rolling-stock work to date.

1955 June

HERB KRIEN, MWR TREASURER



OW, MY ACHIN' BACK — HERE'S MWR TREASURER HERB KRIEN

Wearing a plaster girdle these days, poor guy, is Herb Krien, pictured in the happier days before medical science began building scenery around his sacro-iliac. Although just elected to the board last Fall, Herb is no stranger to MWR activities, having served a year as appointed secretary-treasurer before being elected.

Brother Krien is wearing the plaster BVD because of a slipped spinal disk which began raising Cain with him just after the February board meeting. He spent three unhappy weeks in a hospital with his ears clamped to the head of the bed and a couple of cast-iron car wheels tugging at his toes. Let nobody try to interest him in trolley modeling now — Herb has had his fill of traction for a while. Wearing the concrete corset these days, he has all sorts of fun inventing implements with which to reach down in between to scratch his back. Fun, eh?

Krien is 40 and has been railroading in HO for a half-dozen years, most of the time active in the Garfield Park Model Railroaders, west-side club in Chicago. He's president of that group. The two tall Kriens, Herb and Inge, are the parents of a son and daughter, thank you.

Elected to the MWR board after a year's work as Secretary-Treasurer, Herb now holds only the Treasurer's office. To fill his time, therefore, he was made business and advertising manager of the WAYBILL. He supports his model railroading and his family by toiling as a draftsman for the M. H. Detrick Company in Chicago.

We take this opportunity of publicly wishing Herb a prompt and complete recovery from his distress. Such things shouldn't befall so nice a guy.

1955 June Waybill printed the MWR CONSTITUTION

CONSTITUTION OF THE MIDWEST REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

ARTICLE I — NAME AND PURPOSE

Section 1 — This organization shall be known as the Mid-West Region, National Model Railroad Association, Inc., incorporated under the laws of the state of Illinois as a non-profit corporation, and is established under the provisions of the constitution of the National Model Railroad Association, Inc.

Section 2 — The purposes of the Mid-West Region of the National Model Railroad Association, Inc., are:

- A. To promote model railroading in the Mid-West.
- B. To hold regular conventions and clinics.
- C. To distribute a regional bulletin.
- D. To sponsor railroad model contests.
- E. To establish a close relation between the Mid-West Region and the National Model Railroad Association.

ARTICLE II — MEMBERSHIP

Any person residing within its established boundaries who is a member of the National Model Railroad Association shall automatically be a member of the Mid-West Region.

ARTICLE III — MEETINGS

Section 1 — There shall be at least one Annual Meeting of the Mid-West Region, to be held in the Spring of each year except 1955, the exact date to be fixed by the Executive Committee. At such Annual Meeting there shall be transacted all regular business of the Region.

Section 2 — Upon their own motion, or upon petition of thirty members (not more than one-third from any one state) of the Region, directed to them, the Executive Committee may call such additional or special meetings as may appear necessary.

Section 3 — At the Annual Meeting and at any additional or special meetings, thirty members shall constitute a quorum.

ARTICLE IV — OFFICERS

Section 1 — A. The management of the Mid-West Region N.M.R.A. shall be vested in an Executive Committee, consisting of seven Directors, elected as hereinafter provided.

B. Four directors shall constitute a quorum of the Executive Committee.

C. The members of the Executive Committee shall be elected and shall hold office as provided by the By-Laws, or until their successors are elected and take office.

D. Prior to the Annual Meeting, the elected members of the Executive Committee shall meet and elect a President and Vice-President, who must be members of the Executive Committee; also a Secretary and a Treasurer, who may or may not be members of the Executive Committee, but who must be members of the Region. The Secretary and Treasurer may be one and the same person.

E. The term of office of the President, Vice-President, Secretary and Treasurer shall be one year, or until their successors are elected and take office.

F. Any vacancy occurring in one of the offices named in the preceding paragraph may be filled at a special meeting of the Executive Committee called for that purpose.

Section 2 — The duties of the officers of the Mid-West Region shall be those commonly associated with such offices in general business usage.

Section 3 — The Executive Committee shall hold legal title to all property and monies of the Mid-West Region, N.M.R.A., in trust for its members.

BY-LAWS

ARTICLE I — DUTIES OF OFFICERS

Section 1 — The President shall perform the usual duties of President. He shall preside at all meetings.

Section 2 — The Vice-President shall be aide and assistant to the President in any way possible and shall assume the office of President during the absence of the latter or in the event of his death.

Section 3 — The Secretary shall keep the records of all meetings of the organization. He shall keep a roster of members. He shall notify all members of all meetings thirty days in advance. The Secretary shall serve without remuneration.

Section 4 — The Treasurer shall keep safe all funds of the Region and keep a record of all receipts and disbursements. His books shall be balanced as of the date of the Annual Meeting. The Treasurer shall serve without remuneration.

ARTICLE II — ELECTIONS

Section 1 — Election of members of the Executive Committee shall be by mail ballot, distributed to all members by the Secretary prior to the Annual Meeting.

Section 2 — The seven candidates receiving the highest number of votes cast at the Annual Meeting of the Mid-West Region held in 1946 shall be declared the duly elected Executive Committee, of whom the 3 members receiving the highest number of votes shall hold office for two years, and the remaining four for a term of one year. Prior to each Annual Meeting thereafter, of the four candidates receiving the plurality vote, the three receiving the highest number of votes shall hold office for a term of two years and the one receiving the lowest vote shall hold office for a term of one year. The term of office of the members of the Executive Committee elected as hereinabove provided shall begin on the date of the Annual Meeting and shall terminate when their successors have been elected and take office.

ARTICLE III — DEFINITION OF MEETINGS

Section 1 — Annual Meeting: Defined in Section 1 of Article III of the Constitution.

Section 2 — Additional Meetings: Any meeting, other than the Annual Meeting or a special meeting. At such additional meetings any regular business may be transacted.

Section 3 — Special Meetings: Any meeting called as hereafter provided for the purpose of considering any particular or special business. Only such particular or special business may be considered at special meetings.

ARTICLE IV — AMENDMENTS

Section 1 — Amendments to the Constitution and By-Laws must be made at the Annual Meeting, or at a special meeting called for the purpose, but any proposed amendment shall be submitted to the members, with notice of the meeting called therefor, at least 30 days before the date fixed for such meeting.

Section 2 — Any notice given to a member under this Constitution and By-Laws shall be deemed sufficient if sent postpaid to the last address appearing on the membership roster of the National Model Railroad Association, Inc.

ARTICLE V — FINANCES

Section 1 — There shall be no annual dues.

Section 2 — Under the direction of the Executive Committee all expenses incurred in connection with any meeting shall be defrayed by the collection of a registration fee from all persons attending the meeting.

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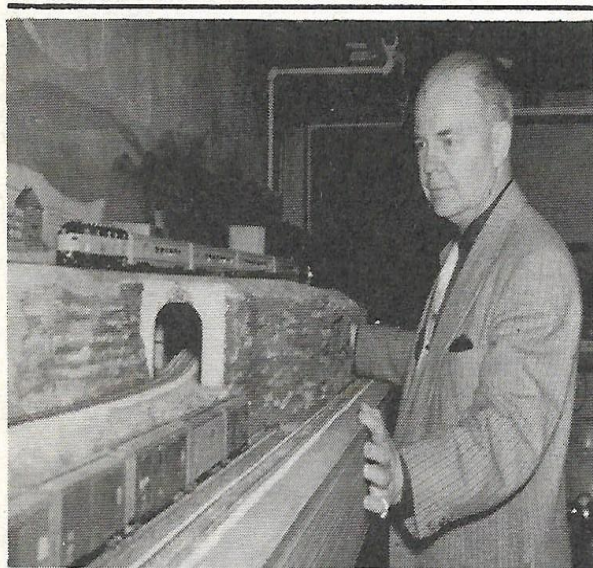
And there you are, and that's the Constitution.

1955 July

Photos in the Waybill

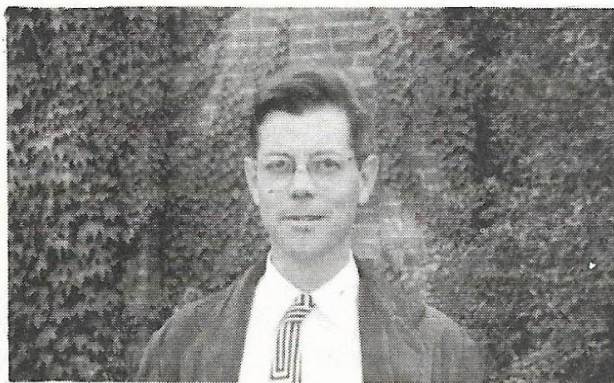
NMRA Legend Ed Ravenscroft

FRANK SAVILLE, MWR Sec.



SHORT FLAGGERS BID FOR FALL MEETING, PLAN FOR LARGE CROWD

MWR met at Elgin not knowing where its next meeting would be. The Short Flaggers changed that by bidding successfully for the Fall, 1955, meeting. Being a rotating club, the Flaggers proposed that we have a rotating meeting, omitting technical sessions in favor of considerable travel through Chicago's northern suburbs to see the members' home layouts. Ed Ravenscroft, shown here at the controls of one of the layouts on the program — his Glencoe Skokie Valley Route — presented the suggestion and saw it enthusiastically agreed to by the convention goers.



INTRODUCING MWR SECRETARY, FRANK SAVILLE

Keeper of the archives of the Region is Frank Saville, a pleasant, good-humored guy whose picture above gives no hint of his sunny disposition. Frank holds office by appointment of the Directors, as authorized in the constitution, and does a top-notch job of handling the minute details of the secretary's post.

Frank is about 45, married and the father of two children. He earns his living as a plumbing contractor, having headquarters in Park Ridge and a new home near Barrington, Illinois. Frank's HO railroad, the Palatine, Wauconda and Lake Zurich, is running second to the house these days, but before long it ought to be getting its share of attention once more.

Saville is an avid correspondent and an ardent traveler. Fittingly, he prefers to go by rail.

Among his many secretarial duties is the maintaining of the WAYBILL mailing list. Your address change notice should be mailed to him.

1955 July

CB&Q shops staff wows tour attendees at Spring convention.

National Trustees invited to Chicago for January meetings.

1955 August



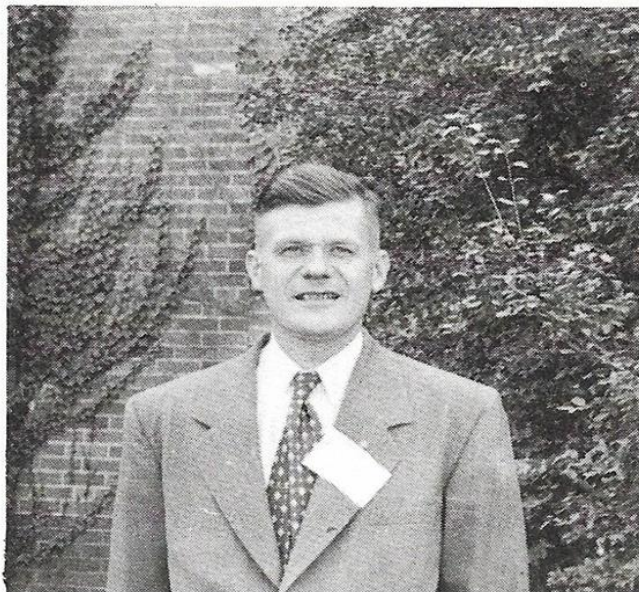
ROGER DEATHERAGE,
EMPIRE BUILDER

Finishing his second term as a director of MWR is our "paesano," Roger B. Deatherage, pictured here. After a year as vice-president and another as president, Rog accepted a second nomination upon condition that he be "just a director" if elected. And elected he was. Just recently Rog earned new honor as auctioneer at the Elgin convention.

A perfectionist at heart, he has built a beautiful HO railroad, the Arizona and Western, featuring unique desert-and-mountain scenery. Well-detailed equipment, narrow- as well as standard-gauge, runs in a setting of which one can always say, "Yessir, that's the way it ought to look." The narrow-gauge line is due for a remarkable expansion in the near future. A firm believer in gentle throttle work, Rog insists that trains on his layout be operated at conservative, realistic speeds; that's part of the secret of the realism of the A&W.

Roger is about 45. He, Mrs. Deatherage and Little Rog live upstairs of the railroad in Highland Park, Illinois. By day Rog services heating plants for Braun Bros. His background includes experience in one of the best and most famous pop bands of all time, and some wonderful work in ship modeling. Roger got into railroading because, as he puts it, "After you finish a ship, what can you do but look at it?" And that pretty well sums it up. Here's a tip of the green eyeshade to Director Deatherage, one of the greatest guys in the whole NMRA.

1955 September



DIRECTOR LLOYD NELSON,
SMILING SVENSK

Here's a man who rarely misses attending a national NMRA convention. This is MWR director Lloyd Nelson, who boosts NMRA enthusiastically in and around his home town, Rockford, Illinois. A model rail since 1944, Lloyd joined NMRA in 1946 and since then hasn't missed an opportunity to join in its activity. He's about 45, married, and the father of two fine boys.

Lloyd earns his living as a manufacturer and distributor of food products, including some of the tangiest potato salad and potatis korf you've ever tasted, not to mention the succulent Goteborgs-korf. Board meetings are often regaled by Lloyd's tales of potato salad consumption in Rockford — tons of it, every week, hot weather and cold alike. One of his best stories concerns the man who wired him an order, early in his business career, for five tons of Rock River carp. Nels' didn't know there were any carp in the Rock River, let alone that they were fished for sale in interstate commerce, so he wired back that he couldn't fill the order. Since then, to be sure, he's concentrated on potato salad.

Lloyd's ample basement layout is O scale, high rail. One of those beautiful Lionel Hudson engines polishes the center third rail, as does a sharp, new Lobaugh Berkshire. A GG-1 and a Mother Hubbard 4-4-2 are in the stud, too. Nelson sometimes says his railroad is "only tinplate," apologizing that when he got started in the hobby he knew of neither two-rail nor outside third rail. Shucks, say we, if that's tinplate, we're going to start tinplating someday.

Now in the middle of his second term on the MWR Board, Nels' has distinguished himself by faithful attendance at meetings and by his handling of arrangements for the Creston meeting last Fall. He's a valuable man on the Board, and a fine man to have as a friend.

1955 October



IN THIS CORNER:
DIRECTOR BOB BROWNE

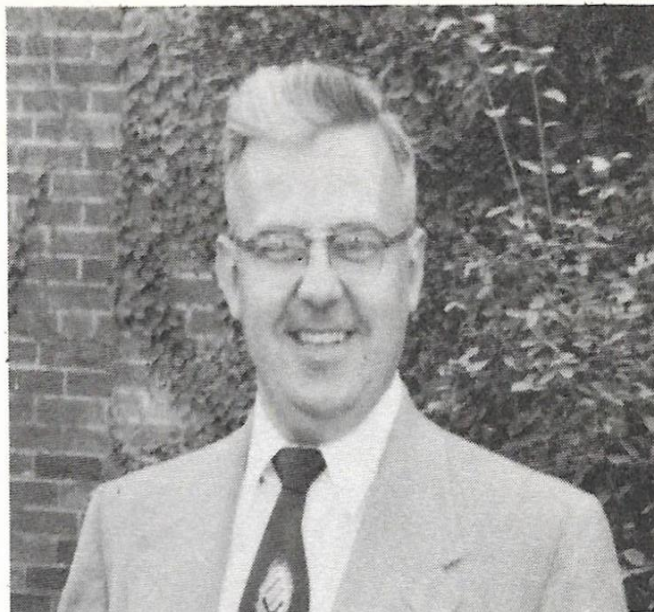
This is Robert B. Browne, another of the large, economy-size men who dominate the skyline whenever the MWR Board meets. At six-three, Bob casts quite a long shadow, indeed.

Bob is 32. He and Mrs. Browne and their two little daughters live in a nice ranch-type in Hinsdale. No basement, says Bob, but you can't have everything and anyway, the house belongs to the cat; he just pays the taxes. Or something. He's been a model rail ever since 1937, and a member of NMRA since 1951 or so, wasn't it, Bob? Robert joined the Board last year for a two-year term.

Browne is supervisor of manufacturing at the LaGrange Electro-Motive plant. He's been right on deck for the two occasions when NMRA members have toured the place, each time serving as liaison man between EMD and the committee in charge of the affair. He was introduced to the membership of MWR through this activity.

Bob's right there, too, when fun's to be had. He is Executive Officer of the First Illinois Regiment, Confederate States Artillery. We don't have a cannon just yet, but one of these days, look out. His ready good humor and willingness to pitch in make Bob a real asset to the Midwest Region directorate.

1955 November



BOB JOHNSON
MINUS GREEN EYESHADE

Completing our roundup of the directors of this region, we present our own care-worn mug, photographed in one of those rare moments when we were not snarling at anyone.

Bob Johnson is 34 years old, a lifetime resident of Clout City, and married to a nice-type girl he met in grade school. He remembers his first train — a wind-up model — and still has an American Flyer wide-gauge job which his father bought for his own enjoyment 27 years ago. He started in HO in 1938, dotes on traction, and wants most of all to build a small industrial layout which will fit his apartment style of living.

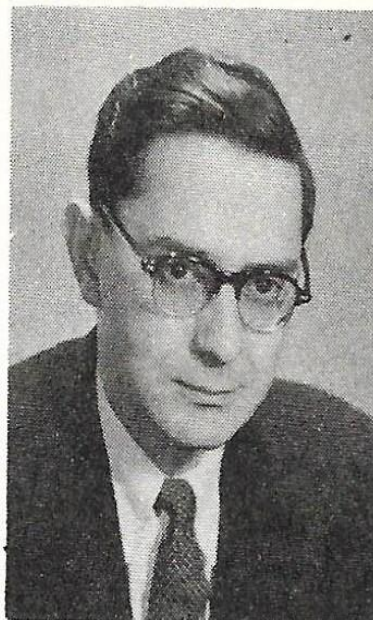
He earns his keep in the sales department of the American Bank Note Company as an estimator and correspondent. Between times he keeps busy at an astonishing variety of activity, including singing a very bad baritone in a church choir. He likes hi fi and pipe organ music. His secret ambition is to own a boat — a small, not too leaky, tub.

He got into NMRA in 1949, served a couple of years as secretary-treasurer of MWR, began work on the WAYBILL four years ago, and is ready to hand it over right now to a worthy successor. He's now finishing his second year of his current term on the MWR board.

JUST THE FACTS, THAT'S ALL

This is the region— MWR of the NMRA —where almost 1200 men and women work, live and model railroad. This is the WAYBILL—where MWR and NMRA doings are reported. That's my job. I'm the Editor. The name is Pollock—Bernard J.

I "model" in HO, do most of my work at the Garfield Park Model Railroad Club. I have no layout of my own but someday.... I'm 31, served in the Signal Corps from 1942 to 1946. Took a degree in Business Administration. Work at catalog compilation, office management. Married in college and we have a girl almost five and a boy almost two years old. For the curious, this is what I look like.



1956 January, I, John Coy (June 2025), do NOT have copies of the 1956 January, February or March Waybills.

1956 April

NORTHERN ILLINOIS TRACTION RAILWAY & WASHINGTON HEIGHTS RAILROAD DRIVES GOLDEN SPIKE

The night of January 28, 1956 wasn't the nicest night of the winter, weather-wise, but it was one of the year's best as far as model railroading goes. Why? Because that's the night that Charley Smith's new layout was dedicated. About 80 people gathered for the occasion and, as always seems to be the case, when model rails get together, all were good company. There was the layout, with plenty to be seen and learned, there was good food and plenty of cake; there were slides of prototype; and all evening long there was good model railroading fun.

Charley had been kind enough to ask ye ed to represent the MWR and to drive the Golden Spike, so we packed our little Brownie, bummed a ride and took off. He compounded his kindness by later presenting us with a gilded prototype spike bearing all the pertinent information on its shaft.



This is the Golden Spike ceremony. From left to right: Charles Smith, president of the NITR&WHRR; ye editor, driving the spike; Paul Matushek; Pete Laski, VP of the NITR&WHRR and one of the most active modelers in the country; he seems to always be working on four new layouts at once.

This scene shows the left corner of the layout looking west. The steam line that runs around the layout can be seen at the table-edge.



Here is another shot of the same corner but showing the town that dominates that end of the layout. The pretty gal with Charley is Pete Laski's daughter; she is one of several teen-agers who keep occupied around the layout. This shot really shows up the amount of detail to be found in this 26 ft. x 11 ft. layout, which is basically an old-time one. One day soon we will have to show you some shots of the old trolleys that run on this road.

TELL YOUR HOBBY DEALER YOU SAW HIS
AD IN THE WAYBILL AND APPRECIATE IT



Here we're looking east from the center of the road. The young fellow at the right is John Doman-ski, who creates most of the scenery. John is only 17, but you can see for yourself that he knows what he's doing. This shot is worth close inspection, by the way. In front of Charley is the road's second town; right center can be seen the two bridges that cross the long river that cuts through the layout. Roads like the one at the left-center cut through everywhere, giving one the feeling of "connected-to-other-places" so missing in many layouts.



This view is at the extreme left or western end of the road. In the exact center is a small street, hidden in a valley, that is one of the subtlest details to be found anywhere. This entire section of the layout has to be studied carefully for all the little touches that are buried in it. That is why it looks so good, even in this poor photo. To the left, in the far background, there is now a coal mine, put in since the dedication. The owners of the railroad are planning to put scenery on the walls, extend the layout on its eastern end, and so on. Considering that it only took them a year to build, it shouldn't be long until the rest is done.

Here are some little details on the NITR&WHRR. It is 26 feet x 11 feet (now), has three cabs, three power packs, uses block control, 8 on the traction roads, two on the steam, plus a yard that is independent of the main. The base is mostly homosote, hence the road is very quiet. The lake and river are made of liquid plastic over an oil-painted plastic base. Ballast is sand. Yes, sand. Ye ed has other preferences for ballast (Oil-Dri, a floor cleaner, put through a sieve to take out the dust, is almost perfect for HO) but must admit it looked fine.

Ye editor wishes to stress once again that similar stories can be done about any of you out there. Just send us photos and details. Just invite us to come out (although we do work and do have a family, we will make every effort to come).

(Lastly, we would like to thank Earl J. Carney for his kindness in providing door-to-door cab service for your automobileless editor.)

1956 May

Indianapolis was officially voted in to be a part of the Midwest Region, along with Davenport, IL, Berrien County, MI, and Alton, IL.

1956 June



MEET THE NEW
MWR BOARD

Pictured above are the seven members of the MWR Board of Directors for the coming year. Reading from left to right: Front—Roger Kemen, Marvin Duesing, Paul Callaham, Charles C. Love; Back—Lloyd J. Nelson, Robert E. Browne, Jr., Robert E. Johnson, Brad Bradley.

1956 June



COMPLETE WITH
RUNNING WATER

No, this was not posed for a gag. It was just one more part of the fun-packed trip to Bensonville. Mrs. Duesing sat down, the rains came in, an umbrella went up and the result was this. Oh well, it was funny. And we still love the Milwaukee.

1956 June



**WAYBILL BACKS DR. ALLEN
FOR CENTRAL REGIONS V-P**

You will soon be asked to vote in the national NMRA elections. Of particular interest to us of MWR is the contest for the Vice-President of the Central Regions, which includes us. The WAYBILL urges that you cast your ballot for Dr. Eber H. Allen, of Fort Wayne, Indiana.

Dr. Allen, an O-gauger, has been a model rail since 1936. He joined the NMRA in 1947 and since then has received a number of honors: three times president of the Ft. Wayne Model Railroad Association; president of the North Central Region; member of the NMRA BOT; guest speaker at the 1952 British Region convention (he was made an honorary member of the BR at that time and still maintains his membership); currently a member of the NCR Board of Directors. He is also active in local civic affairs, including the vice-presidency of the Fort Wayne Lions Club and membership on the Allen County 4H Board of Directors among his honors.

Dr. Allen, 41, is a graduate of Michigan State and operates a modern animal hospital in Ft. Wayne. He is married and has two children.

The WAYBILL feels that Dr. Allen has both the model railroading and the administrative experience to make an excellent member of the BOT.

The WAYBILL also wishes to urge you to vote for Ivon Preble, even though he is unopposed, as a mark of our confidence in him and of our approval of his activities thus far. He has been, without a doubt, one of the best executives the NMRA has ever had.

NO MATTER WHO FOR—VOTE.

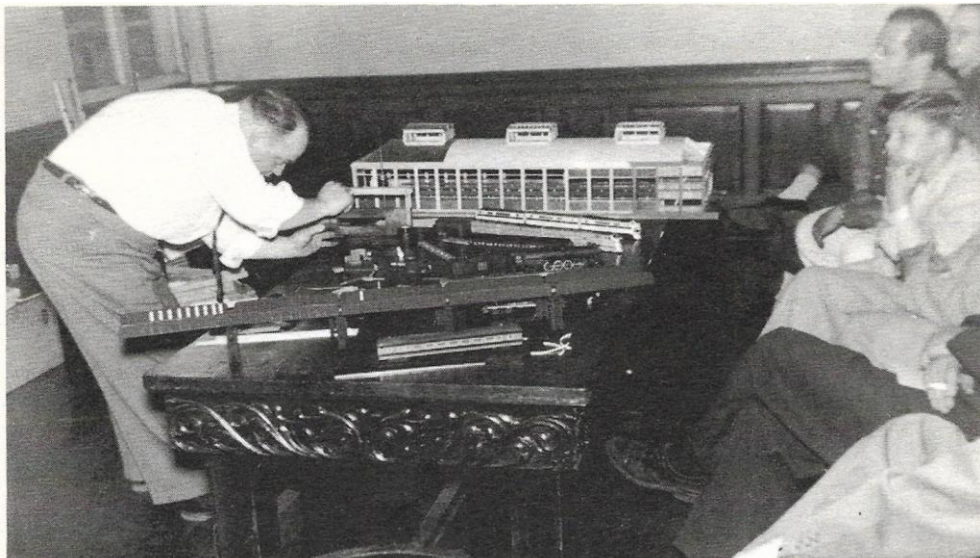
1956 July



Ed Ravenscroft conducted Clinic at Spring Meet.

1956 August

Dr. Eber H. Allen won the election for Central Vice-President. Only 224 ballots were cast out of 1200. The WAYBILL may have had a part as he won by only 19 votes.



Long-time attenders of MWR Meets will recognize the old master of detail, Marv Duesing. Marv is shown during his clinic at the Spring, 1956 Meet.

We still run into guys talking to themselves about the things he showed them and the gimmicks he will make to save time.

In this photo you can see his finely-detailed bridge and Bill Lang's fabulous engine house.

The intent look that is visible on the faces of the audience remained there during the entire clinic. Someday we will tape record one of Marv's sessions and then print the results in the WAYBILL.

1956 September

Harry Bondurant was presented a Honorary Lifetime Membership for his services to the NMRA!

Edward A. Ravenscroft received the VERY FIRST NMRA President's Award!

MWR SCORES NEAR SWEEP
OF NMRA CONVENTION

The MWR had itself a ball up at St. Paul. Members of this Region took five model contest prizes, two were given special awards of honor, and three more were made committee chairmen.

Harry Bondurant, of Wauwatosa, Wisc., one of the NMRA's founding members, was given an honorary Life Membership for his services to NMRA.

Edward A. Ravenscroft, of Glencoe, Ill., was the recipient of the first NMRA President's Award for outstanding services to NMRA and to the hobby.

Kenneth Mortimer, of Valparaiso, Indiana, was appointed Chairman of the HO Standards Committee. A. Ballard (Brad) Bradley, of Glenview, Ill., a former president of the MWR and currently a member of the BOD, was appointed as Chairman of the Engineering Committee.

Robert E. Johnson, of Chicago, Ill., former Editor of the WAYBILL and a member of the BOD, was appointed as Chairman of the Data Sheet Committee, replacing Ravenscroft, who resigned.

MWR model contest winners were:

Class 1, O-Gauge Steam Locomotives) F. F. Gillard, Lincoln, Ill.—First Place for his Southern Mikado.

Class 2, Diesel & Electric Locomotives) F. F. Gillard (again)—Third Place for his PRR GG1.

Class 3, Traction) G. K. Issacs, Beloit, Wisc.—Third Place for his Boston & Westchester Interurban and Trailer.

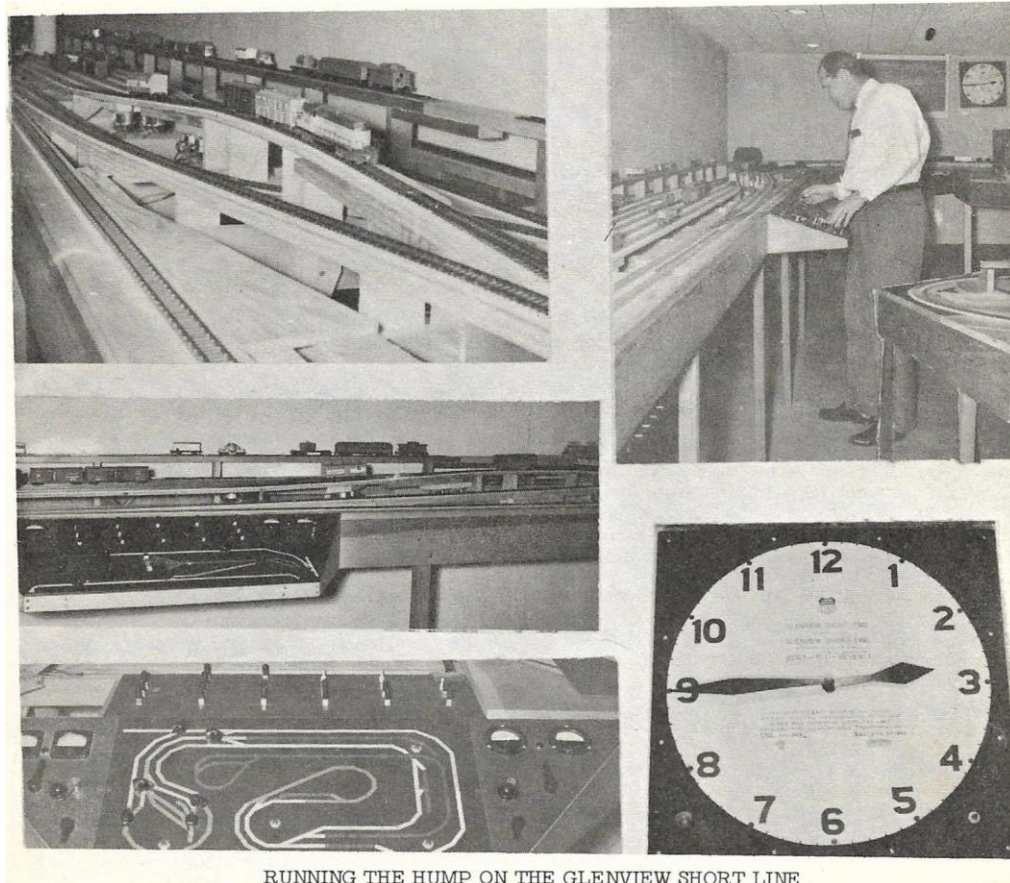
Class 5, Passenger Cars) Russ Porter, West Allis, Wisc.—Second Place for ??? (not reported).

On behalf of the Region we wish to congratulate all of these men and to thank them for representing us so ably. To the other Regions we merely say—we can lick any man in the houshhe.

1957 January

A Spring trip to Purdue University is planned. Be there!

1957 Feb / March



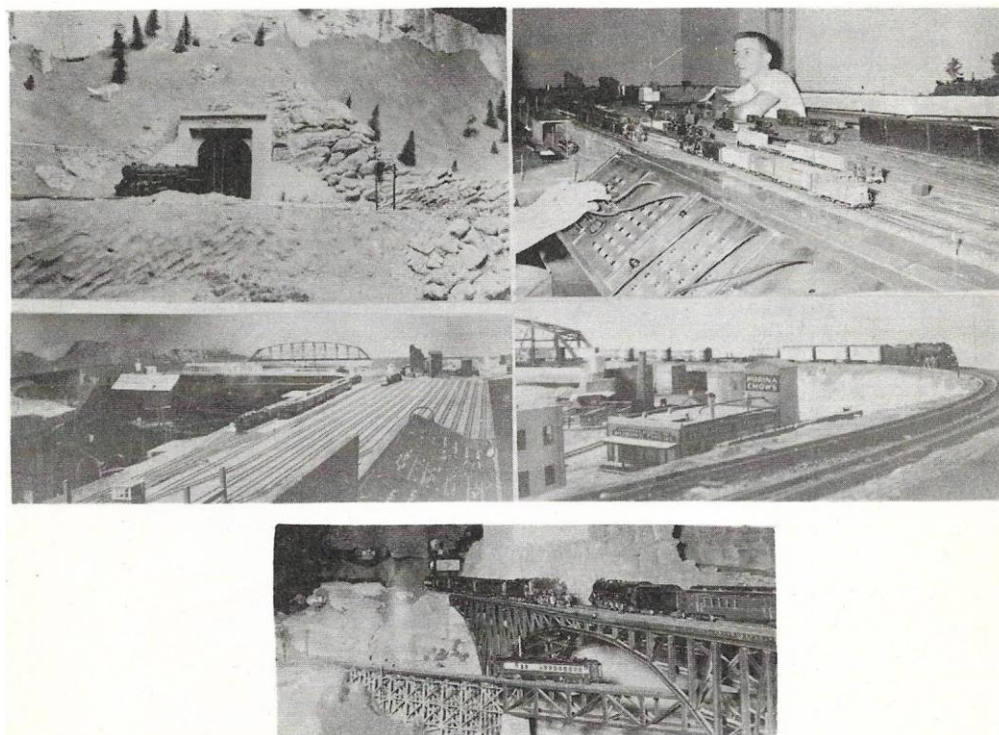
RUNNING THE HUMP ON THE GLENVIEW SHORT LINE

BIG Brad Bradley Operating on the Glenview Short Line

1957 April

The terms of several Regional Officers and Directors will end at West Lafayette. It is appropriate, therefore, to review briefly some of the important items that were encountered last year: A better system for electing national Vice-Presidents, financial operations of the Region, and the Waybill which is sent to all Region Member for FREE.

1957 April



Various photos at the Purdue University Model Railroad Club

1957 May

PEOPLE, MODELS AND FUN

Yep, those were the highlights of the Midwest Region's 1957 Spring Meet at Purdue University last month.

The weather wasn't the best we've had at Meets in the past, but the under-one-roof theme helped and it did clear up during the afternoons. The 176 who came certainly had no complaints coming. In fact, they all seemed pretty happy about it.

Some of the fun is reflected on the front page.

When you finally found the MWR Registration Booth in the sprawling Memorial Union Building, there was smiling Charlie Love, MWR Secretary-Treasurer, ready to get you set up for the Meet. (One of the amusing sidelights was to watch the expression on the faces of students as you asked friends: Have you seen Charlie Love?). The large semaphore in the booth very aptly signalled: Full Speed Ahead.

After milling around the vast lobby for awhile, the technical sessions beckoned and so off you went.

1957 May



More images from Purdue University

1957 June

Your Region Board is bound and determined that the 1960 NMRA National convention will be held in Chicago. This will be the Silver Anniversary, 25 years, of NMRA existence. Chicago is a world famous railroad hub and is a great place for the national convention.

1957 July



PRESIDENT CALLAHAM MAKES APPOINTMENTS

MWR's new prexy, Paul Callaham, came up with a flock of appointments at the May BOD meeting to help keep the Region running smoothly.

1960 Agent: G. William Lang.

1960 Promotion: Roger Kemen.

Model Contests: Robert Browne.

1958 Spring Meet Coordinator: Paul Matushek.

Budget Director: Marvin Duesing.

Historian (Temporary): Robert Johnson.

1958 Nominations (BOD): Charles Byers.

Drawbar Committee: Ed Kohlberg.

Publicitor: Al Crawford.

1957 August

Waybill Editor is stepping down...

A PERSONAL NOTE FROM THE EDITOR

When I took on the Editorship of the WAYBILL, I felt that two years would be just right. So, some months back I started asking for someone to replace me. At the time, it was not urgent. But, since that time, there has been a new development. Due to a change or two in my company, I got promoted. My working hours jumped from 37 a week to 55; my working days went from five to six; my free days dropped from eight a month to four.

This has made my continuing as Editor of the WAYBILL a definite hardship, especially since my new job has a lot of pressure and nervous strain in it.

Therefore, it is now imperative that I be replaced and the sooner the better. There really shouldn't be much of a problem. Surely, among 1200 people as talented and ingenious as model railroaders, one should be capable and willing to assume the Editorship. You don't have to have professional newspaper background or anything like that. You do have to be able to type since the WAYBILL is put out on an IBM Executive electric typewriter (furnished). You don't have to take your own pictures although I have preferred to do so even though I am a dub.

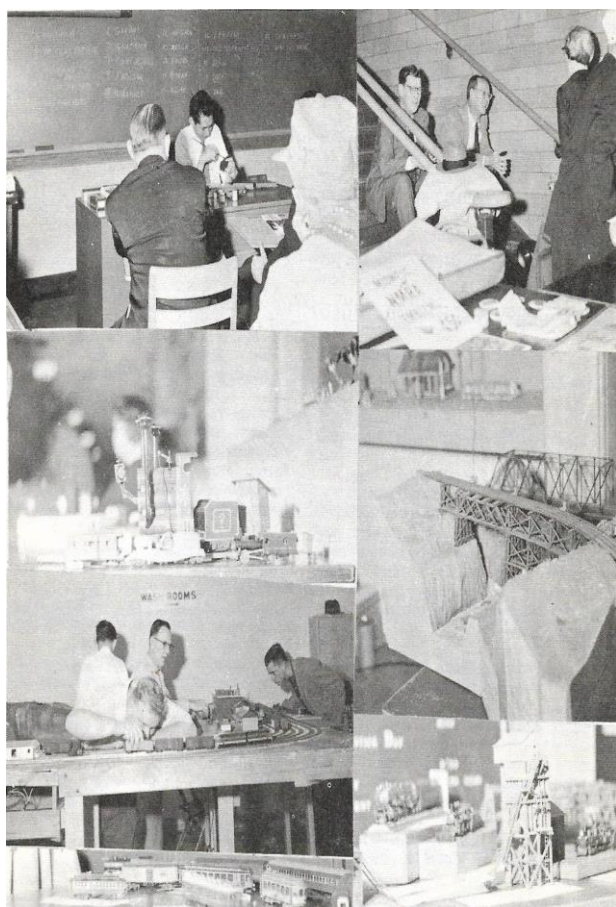
I can be reached at FRanklin 2-0622 during the day and HUmboldt 9-3573 at night or you can write to me at 2116 N. Spaulding Ave., Chicago 47, Ill.

Bernard J. Pollock
Editor

1957 October

Dr. Eber Allen announced as NMRA President. He is a Hoosier and was presented a ten-gallon hat upon his arrival by Lone Star Region Members; who also made him an honorary Texan! Eber promised to start calling himself "Tex" onward.

1957 December



There were so many things going on at the Palatine Meet that not even two issues or all of the dozen pictures we took could really do justice to the subject. But we must try. This month's front page shows several facets of the most well planned Meet any NMRA Region has put on in quite some time. For instance, there's Roger Kemen, explaining in detail, by actual demonstration, how to get that prototypical look on rolling stock and buildings. Those of you who have seen Rog's work know he is master of the art. His technical sessions manage to convey some of the know-how of his artistry. This is true of all MWR Technical Sessions: experts going their best to impart helpful knowledge to their fellow model rails.

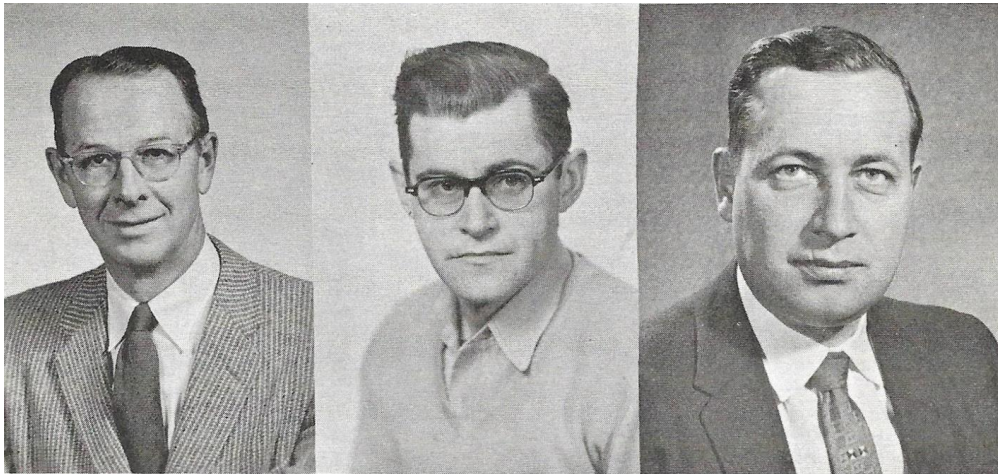
Then there are MWR Prexy Paul Callaham and Terry Joyce, heap big NMRA VEEP and former Thousand Lakes president, sitting around exchanging lies about the layouts they've had and the ones they're going to build. This too is a part of the Meet.... meeting and talking with nice people about a pleasant subject. To many this is the most important single feature of any NMRA meeting. If you've been to one or more, you may agree. One thing is certain: you'll not find a better bunch of friends at any organization's meeting, anytime.

1958 January

A note about the “deposed” O gauge being overtaken by the popularity of HO. However, many have mistaken deposment for death, O scale is much alive and kicking.

1958 March CANDIDATES FOR MIDWEST REGION OFFICE

Paul Callaham John Carruthers Richard Faitz



James Lingeman Charles Love Arthur Snelson

Their Bios following on the next page...

1958 March

PAUL R. CALLAHAM, 34 Washington Circle, Lake Forest, Illinois. Paul, 50, is an electrical engineer with his B.Sc.E. from West Virginia University. A member of the well-known "Short Flaggers", Paul has been a model railroader for almost 20 years--a member of NMRA for over 13. He is the present President of the Midwest Region. Despite the demands of job, daughter Suzy, and his duties on the BOD, he is an active rail. His 13½' x 22' HO layout is almost fully sceniked and boasts of 10 locomotives (eight steam) and 75 pieces of rolling stock. His main interest is operation. What Would He Like To See Changed In The Hobby? The X2F.

OOOOO

JOHN T. CARRUTHERS, 690 S. Rosewood Avenue, Kankakee, Illinois. John, 33, is a railroad clerk, with a background in radio and TV repairs. He has been modeling for 11 years and a member of NMRA for the last 7 years, during which time he has missed very few of the Meets. Not being a member of any club doesn't stop John from railroading as he has a 35 ft x 12 ft HO-HON3 layout on which he operates 11 steam locos, 5 other pieces of motive power and 65 cars of all types. Building narrow gauge cars from scratch is his forte and his efforts have brought him two Best-In-Show, two First Place and three Honorable Mention awards at various MWR Meets. What Would He Most Like To See Changed In The Hobby? The attitude of the "Lone Wolf" type of modeler is all too often the fault of others.

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RICHARD C. FAITZ, 801 Harvard, Arlington Hts., Illinois. Dick, 42, is a Sales Engineer. He is married and the father of two small daughters. He has attended all MWR Meets during the little over three years he has been in NMRA. Although he has been a model rail for only four years, he has already been president of the Northwest Cannonball Model Railroad Club and has an 18' x 11' HO layout with 7 steamers, 3 diesels and 51 cars. He likes to build structures and cars from scratch and has taken a First and an Honorable Mention at MWR Meets. Some of his work was exhibited at the Palatine Meet. What Would He Most Like To See Changed In The Hobby? The name of the X2F coupler.

JAMES N. LINGEMAN, 507 N. Kensington Ave., La Grange Park, Illinois. James, 26, is a Civil Engineer studying for his Master degree at I.I.T. Young as he is, he has been modeling railroads for fourteen years and a member of NMRA for the last nine. A past President of the Illinois Tech. Model Railroaders and still a very active member, he also has a private HO layout, 6' x 4' with a roster that includes 4 steam locos, 3 diesels, and 25 cars. His modeling interests seem to divide up equally between scenery, trackwork and electrical work. He particularly likes to try and change kit locomotives to suit his own tastes. What Would He Like To See Changed In The Hobby? Nothing. "I like master modeler kits but I also like the good plastic kits."

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CHARLES C. LOVE, 230 W. Kenilworth Avenue, Palatine, Illinois. Charles, 60, is an accountant. Married, he has one son. He claims to have been a model railroader for as far back as he can remember. For the last nine years he has been a very active member of the NMRA. He has been the Secretary-Treasurer of the Northwest Cannonball Railroad Club and for the last two years has held the similar post for the MWR. His HO layout, the Skunk Hollow Junction, is 14' x 10'; its roster includes 21 locomotives, 14 of them steamers, and 115 cars. His main interest, however, is in landscape scenery. What Would He Most Like To Change In The Hobby? Nothing. "The hobby is OK or I'd be collecting stamps."

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ARTHUR SNELSON, 4724 Yackley Ave., Lisle, Ill. Art, 63, is a heating and air conditioning contractor. Married, he has two sons. A modeler for 18 years, he joined the NMRA nine years ago. During the past two elections of the MWR, he acted as official ballot counter. Although he owns 14 HO steam locomotives and 100 cars of all types, his layout is still under construction. His major interests are the fraternity of meeting other model rails and exchanging information with them. What Would He Most Like To See Changed In The Hobby? Nothing, except a more active canvass for MWR members.

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Election results next page...

1958 May

ELECTION RESULTS

ANOTHER RECORD BALLOT

In 1956, for the first time, ballots for the annual MWR election included return postage. In that election, for the first time, returns included over 300 ballots (308, to be exact). In 1957, the total jumped to 340. Now, in 1958, 362 ballots were cast. Next year the goal is 599. It's all up to you. The BOD presents you with carefully selected candidates, biographies and pictures of them, and a ballot that requires only marking and dropping in the mail box.

Here are the results: Callaham, 315 (highest total ever received); Love, 302 (second highest total ever received); Carruthers, 240; Lingeman, 235 (Callaham, Love and Carruthers were elected to two-year terms, Lingeman to a one-year term); Faitz, 177; Snelson, 163. It is interesting to note that as recently as 1956, the total votes received by both losers would have guaranteed both men election. By the way, that's the only thing we don't like about our elections: all the candidates are so good that we hate to see any of them lose.

During the business meeting part of the banquet, the new BOD, which includes Byers, Browne and Kemen from the old Board, held a long, argumentative meeting (12 seconds) and elected Kemen as MWR President, Browne as Veep (his 2nd consecutive term) and re-appointed Love as Secretary-Treasurer.

1958 May

New Members Midwest Region Board

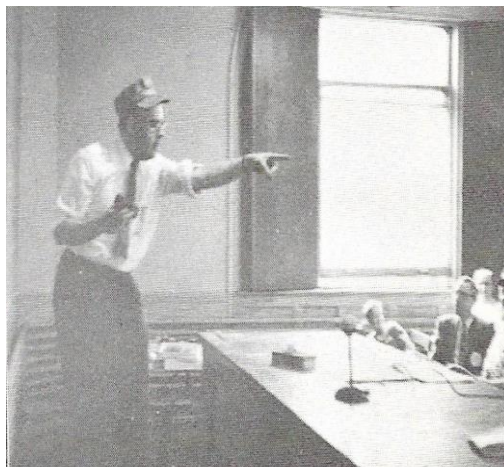


L to R: Charles Love, Secretary-Treasurer, James Lingeman, Charles Byers, John Carruthers, Robert Browne (Vice-President), Paul Callaham, and Roger Kemen (President).

1958 May “Five illustrious Model Railroaders indeed”



L to R: Roger Deatherage, Marvin Duesing, Robert Johnson, G. William Lang and Edward Ravenscroft. MWR President Paul Callaham had the pleasure of presenting these men the FIRST CERTIFICATES OF MERIT ever issued by the Region.

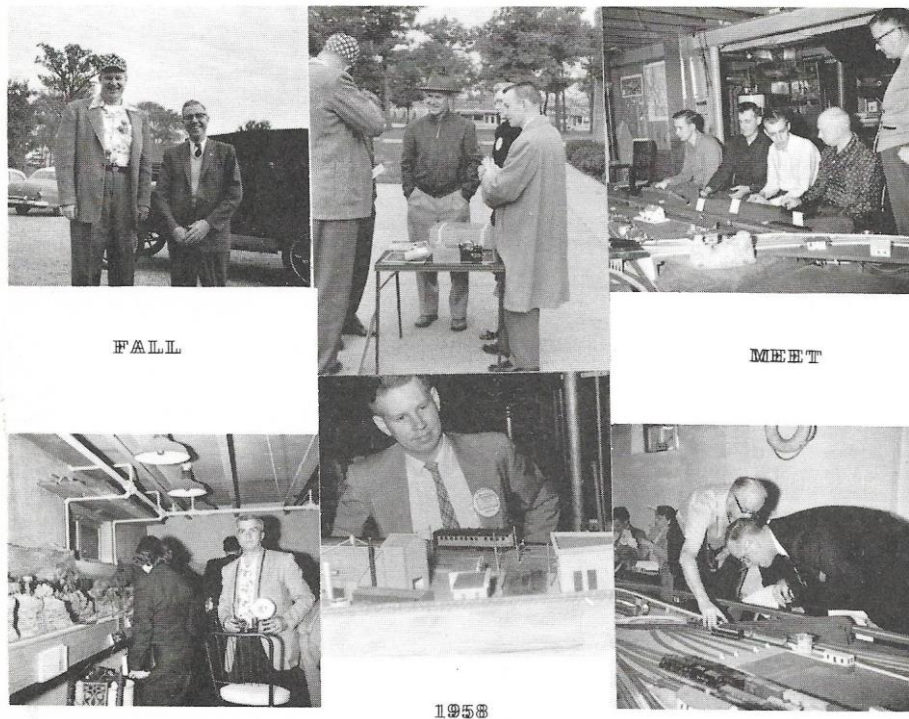


Ken Mortimer's clinic about trolleys. Ken is pictured

1958 August

MWR Emblems...soon to be available are metal lapel emblems similar to those sold by the National with the letters MWR on them. Only \$2 each. Still available are the Region cloth emblems for 50 cents each.

1958 November



"PICTURES, PAGE ONE

From left to right, top row: Big A.B. Bradley with Dr. Eber Allen. The Registration Desk nwith Guess who, Charlie and "Mrs. Love, and Jim Lingeman. The dispatchers and chief dispatcher running traffic on the Wa Wa RR.

From left to right, bottom row: Picture taking at Ravenscroft's. Your Editor [Donald R. Davis] watching a South Shore combine go humming by. Walt Berry explaining a construction feature of his layout." (Last photo NOT identified.)

1958 December

The Waybill has existed for seven year now.

1959 March

Candidates for MWR Board

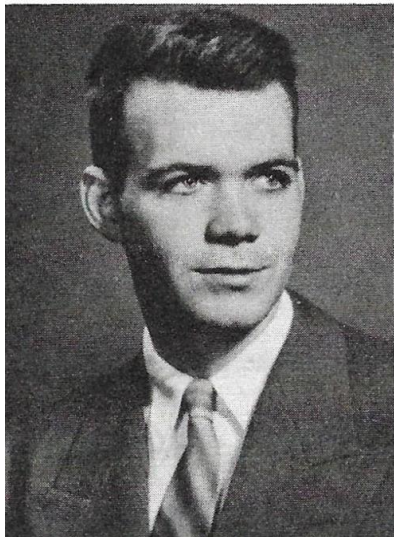
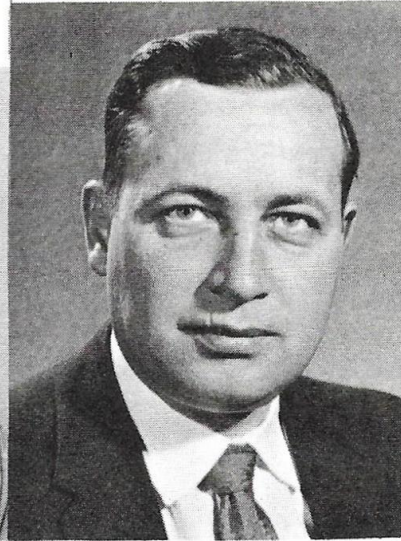
Kenneth Mortimer



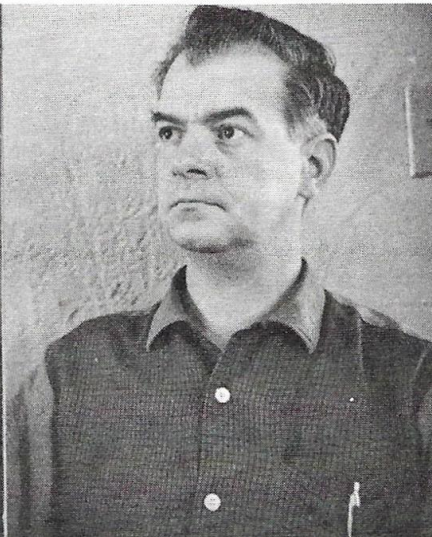
Charles Byers



Richard Faitz



James Lingemann



Russell Porter



Carl Dehnert

Candidates Biographies follow on the next page...

KENNETH MORTIMER

Kenneth Mortimer, 352 Green Acres Drive, Valparaiso, Indiana. Ken, 36, has a BS in mechanical engineering and an MS engineering mechanics and is an Associate Professor at Valparaiso University. He is married and is the father of three boys and a girl. An ardent traction modeler, his HO layout is 2 ft wide along one side of a single car garage and 3 ft wide along the back. Motive power includes one freight motor, four passenger motors, two steam locomotives, (on a traction layout??) and 20 cars.

Ken is a 12 year man in the hobby and has belonged to the NMRA and MWR for 10 of those years. He also attends most meets. His line car won a 2nd place in a meet; his snow plow won 1st place traction in the 1947 Spring Meet and also won Honorable Mention at the Houston National Meeting. The phase of the hobby which most interests Ken is of course traction. (He asks, "Is there any other?") He is also chairman of the HO Standards Committee. He believes that the hobby is nearing a peak with such a wide variety of high grade materials available in craftman type kits as well as ready to run. At the same time, he says, we must guard against a flood of mediocre "train sets" which may convey the impression to the general public that we are "playing with toy trains," and thus turn potential modelers away from serious model railroading.

CHARLES F. BYERS

Charles F. Byers, Rte 1 Box 47, East Moline, Illinois. Charlie, a sprightly 59, is a retired tool and machine designer, and we might add, a good all around mechanic. He received his education at the Wisconsin School of Mines and is married. His gauge is HO, having switched there from O Hi Rail in 1946. His present layout is 8 x 11 but he is thinking of building another if the vice-president of the exchequer approves. Rolling stock is listed as 35 cars with 7 steam locomotives, no diesels. Charlie admits to being in the hobby "since school days" and says it all started with an Ives windup train. He has been an NMRA member for 7 years and has attended 12 meets. In addition to his regular column, the popular "Byers' Bargains," he is preparing data sheets on glue and cement. Charlie thinks that Hi Rail, in particular HO Train sets, should be dropped from the NMRA. Charlie is presently a member of the Board of Directors.

RICHARD C. FAITZ

Richard C. Faitz, 801 Harvard, Arlington Heights, Illinois. Dick, 43, is a sales engineer for Bell Telephone Company. He is married and is the father of two daughters, 7½ and 4. A past president of the Northwest Cannonball Railroad Club of Palatine, he is still very active in that group. A comparative newcomer to the hobby, having been a modeler for only five years and a NMRA member for four years, Dick is nevertheless an active model railroader. He has attended all of the MWR Meets in the past four years and has won a 1st prize and two Honorable Mentions at the contests. His main interests in the hobby seem to lie in scratch building and wiring. His HO gauge layout is large, 18 x 11. Rolling stock includes 60 cars and 11 locomotives, 8 of which are steamers. Dick thinks that a move should be started to get front coupler pockets on all locomotives and that there should be a standard coupler pocket to fit all couplers on kits.

JAMES N. LINGEMAN

James N. Lingeman, 507 N. Kensington Ave., La Grange Park, Illinois. Jim, now 27, has a masters degree in civil engineering. A formerly active member and past president of the Illinois Tech Model Railroaders, he has now joined a small roving group of modelers who have no name as yet. Jim has a small compact 4 x 6 layout in his home. It is mainly used for testing his rolling stock of 25 cars. Motive power includes 3 operating diesels and 4 steam locomotives. He likes all phases of the hobby and has tried everything from electrical work to track work. Jim has been modeling for 15 years, since he was

12, and has been an NMRA member for 10 years. He has attended 7 MWR Meets. Jim is presently a member of the Board of Directors.

RUSSELL D. PORTER

Russell D. Porter, 1701 S. 91st Street, West Allis 14, Wisconsin. Russ, 40, is a technical illustrator. Married, he is the father of a boy 8 and a girl 6½ years old. He attended college and later the Academy of Fine Arts in Chicago to receive his training as an artist. Russ, you know, paints railroad pictures, draws plans of rare type diesels, and writes articles, many of which have been published in the MR, RMC, and the WAYBILL. He does things in HO, O, and On3 scale but his home layout is an HO affair. 30 x 12, it has 6 steam locomotives, 4 diesels, and 35 cars. Russ has won 1st, 2nd, and Best of Show at 1000 Lakes Regionals; 2nd at a MWR Meet; and 2nd in a 1948 MR Magazine contest for his endeavors. He also was associate Editor of the MR Magazine for 5 years. A 16 year vet of the hobby, he has been in the NMRA and MWR for 14 years. Russ is interested in two things: building rare type diesels and rail cars and creating scenic effects that fool the eye.

CARL E. DEHNERT

Carl E. Dehnert, 1528 N. 48th Street, Milwaukee, Wisconsin. Carl, 50, has four years of college and is a receiving manager for one of Sears, Roebuck and Company's Milwaukee stores. He is married. After 30 years in the hobby, Carl finds that he is mostly interested in scratch building. In addition to an affiliation with the Milwaukee Model Railroad Engineers, he maintains a 20 x 20 home layout in HO gauge with 9 steam locomotives, 15 other type locomotives, and 100 cars. He has been in the NMRA for thirteen years and has attended ten MWR Meets. (A very nice record.) Carl is a former O gauger and thinks that model railroading is a grand hobby.

1959 April

RESOLUTION DRAFTED Your BOD has drafted a resolution which is to be presented to the Membership at the annual business meeting in Milwaukee. **The Resolution asks that the MWR Constitution be amended to create a permanent committee to be known as “The Midwest Region Historical Committee.”**

It will be the duty of this official committee to keep the historical record of the MWR. It will carry through a running record of all MWR meetings, activities and events.

1959 May

NEW PAPER STARTED

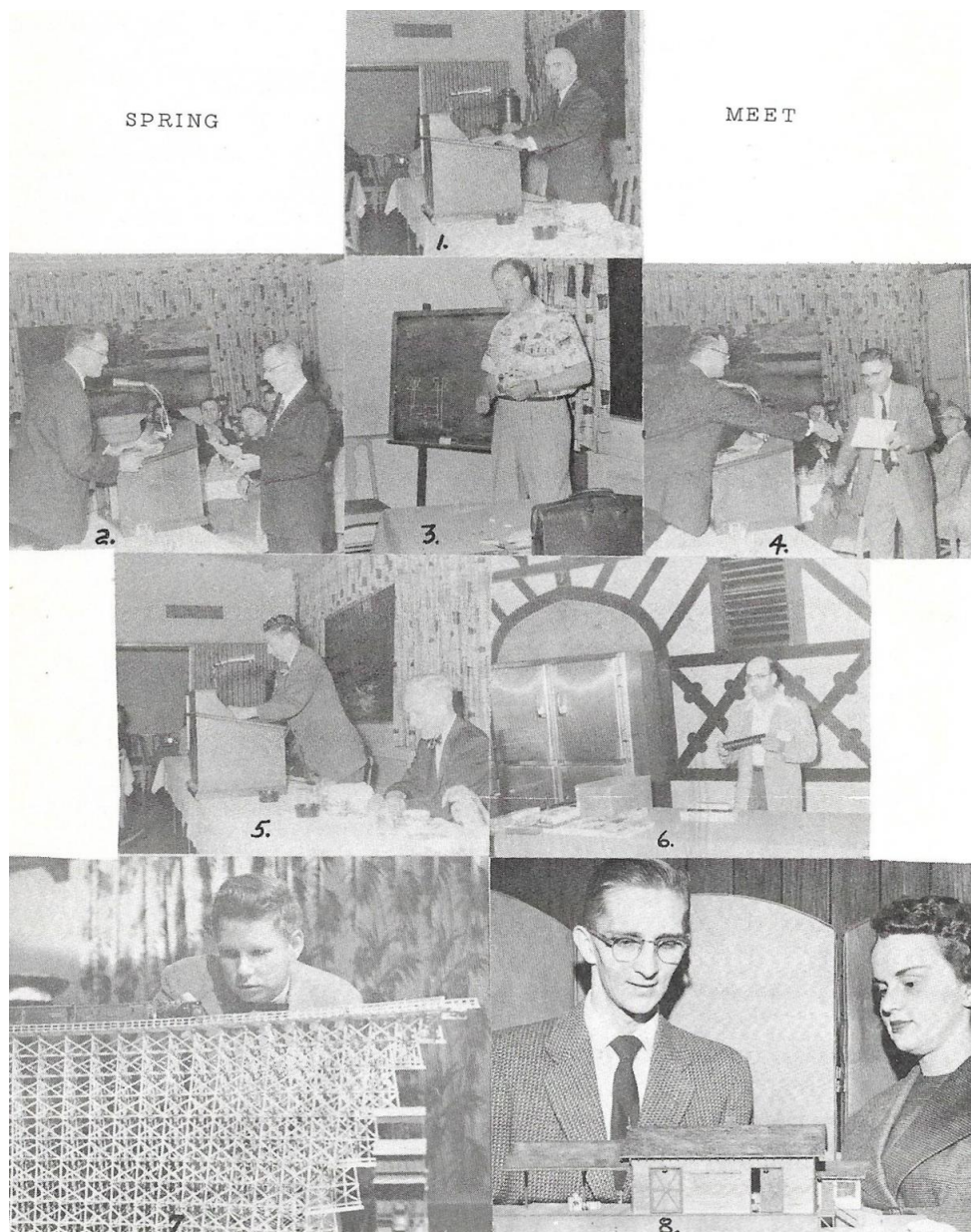
The **Purdue Railroad Club has started a newsletter dedicated to the Alumni of Purdue University who are interested in model railroading or railroading in general. It is entitled: **THE PURDUE CALL BOARDV** and will be published four times per year. The very first Editor is Wade Frasch.**

HOW WE RUN OUR CLUB: I



There seems to be a slight disagreement here...

1959 June



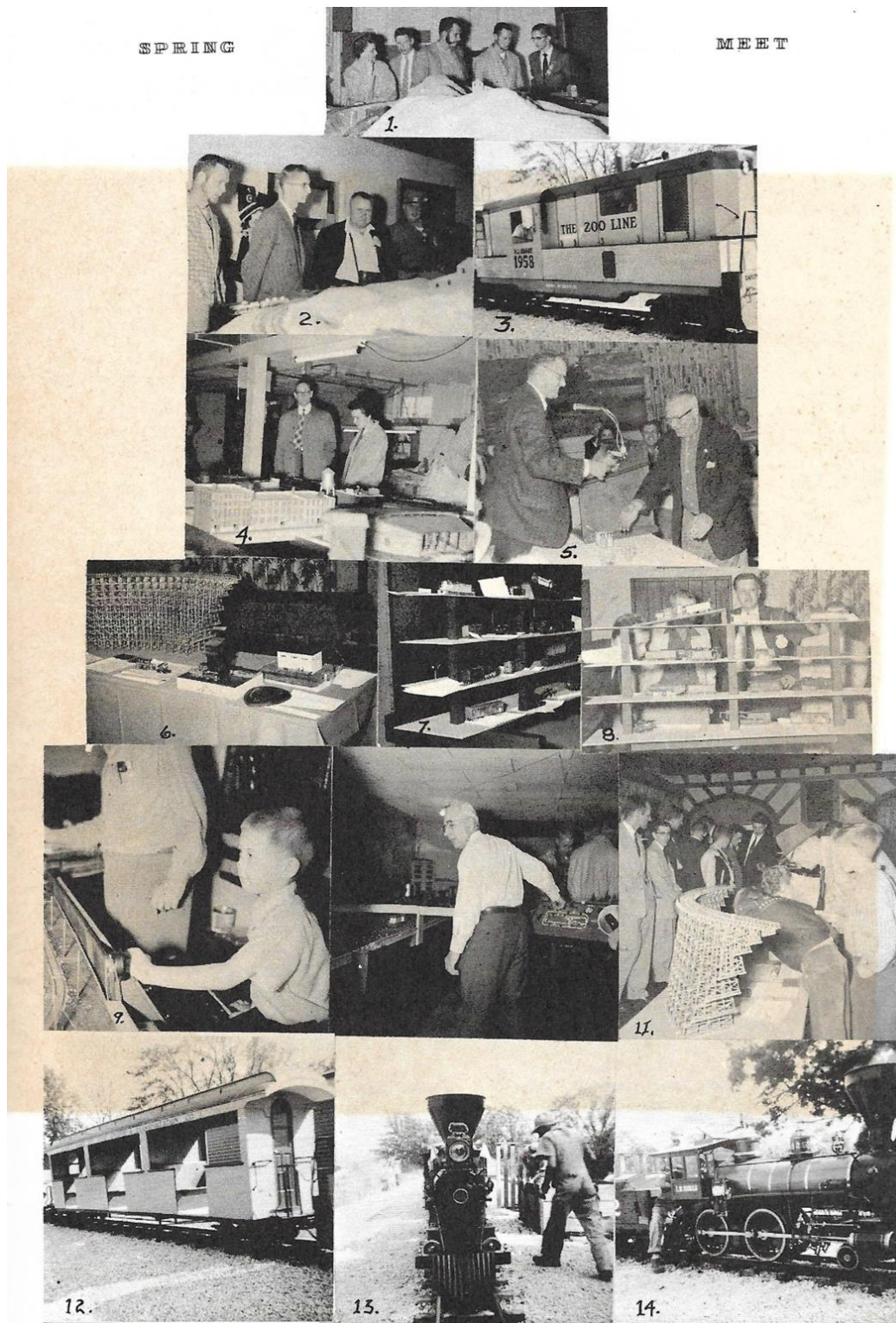
PICTURES - PAGE ONE

Our pictures on page one are as follows: (1) The Convention Host Al Kalmbach giving a short address; (2) A contest winner receiving an award from Bob Browne; (3) A.B. Bradley talking on simplified standards; (4) Another contest winner receiving congratulations from Bob Browne; (5) Retiring MWR President Roger Kemen welcoming us to the Meet and the newly elected President, Charles Love, sitting nearby; (6) Hubert Loewenstein conducting the auction; (7) Ye Ed looking at Roger Deatherage's HO gauge trestle; (8) Joan Davis and Gorden Odegard, contest judge, viewing C.J. Dyxin's prize winning S gauge freight station. (Photos #7&8 by Robert J. Higgins).

1959 July

SPRING

MEET



Descriptions of photos on following page...

1959 July

THE PICTURES ON PAGE THREE

We have placed these additional pictures of the Spring Meet on page three to gain extra space. Bernie Pollock and Russ Porter heeded our plea for Meet pictures and sent some in. Thank you, gentlemen.

(1) Gordon Odegard (right) conducting some visitors to the MR's Great South Pass RR. (2) Another group looking at the Great South Pass (That's BOD member Ken Mortimer "leering" at the camera-man.) (3) The M.C.Z.S.R.&T.Co.'s internal combustion machine. (4) Visitors at Carl Dehnert's layout. (5) Bob Browne presenting an Honorable Mention Award to Roger Deatherage for his operating cog train. (6, 7, & 8) Models in the Contest on display. Pictures too small you say? Get out your magnifying glass then. (9) Little Pete at the controls on Carl Dehnerts' railroad. (10) Les Wilbert at the controls of his O gauge empire. (No, Les is not wearing a miner's headlamp; that is only part of the ceiling fixture you see above his head.) (11) Viewing the model contest entries. (12, 13, & 14) The Milwaukee County Zoo Lines Passenger Carrying train. (Photo credits this issue: # 1,2,4,9,10-BJ. Pollock; # 6,7,8,11-R. Porter; # 3,12,13,14-J. Thompson).

1959 July

Newly elected Director Russ Porter resigns due to his new job of Midwest Editor for Railroad Model Craftsman magazine. Russ believes it is a conflict of interest and a violation in the NMRA Constitution.

1959 November

Fall Meet Palatine, Illinois



PICTURES PAGE ONE

(1) At the banquet. (2) Action on the portable. (3) Lee Saville of Barrington trying to loop the loop. (4) "For forty years I've been a modeler" - little Mark Pollock, son of Mr. & Mrs. Bernie Pollock, using his MAGNI-FOCUSER in model smashing. (5 & 6) Fan trips on the CB&Q. How would you like a fan trip using STEAM locomotives at the 1960 National Meet?

MIDWEST WAYBILL



VOLUME NINE

JANUARY 1960

NUMBER 2

THE SILVER ANNIVERSARY TRAINS

The 25th anniversary of the NMRA is being celebrated during 1960. The activities will reach a climax at the national convention which will be held in Chicago on August 25, 26, 27, and 28. One of the highlights of the convention will be the operation of the Silver Anniversary Trains. There will be O and HO gauge trains. These trains will consist of cars entered and sponsored by every region of the NMRA and they will provide a vivid demonstration of NMRA interchange Standards in action. The Midwest Region as hosts to the 1960 national convention will want to be suitably represented in these trains. To select the very best representatives, the Board of Directors of the Midwest Region has authorized a model contest to be held from which the best cars will be selected.

The model contest will be held in conjunction with the regular Midwest Region model contest which will be held at this spring's regional convention. The Official Midwest Region Model Contest Rules will govern the contest with these additional qualifications:

1. A special class S, Silver Anniversary cars, will be added.
2. The car must be a freight car of a type used in revenue service.
3. The coupler must conform to NMRA Recommended Practices 21.1 and 21.2.
4. The reporting mark must be MWR (the car numbers will be supplied after the contest to the selected cars). Any heralds, slogans or insignia on the car must pertain to the Midwest Region or the Silver Anniversary theme and not to any club, private road or prototype name.
5. As a condition of entry into this special class S of the Official Midwest Region model contest, it is to be understood that the cars selected as the official representatives of the Midwest Region will remain in the custody of the region until after the 1960 National Convention in Chicago.

As clarification of these special qualifications remember that the models are to be judged in accordance with the Official Midwest Region contest rules and that any prizes will be awarded as provided for in paragraph 13 of the official rules. Briefly this paragraph states that first, second and honorable mention prizes are authorized, but not required. A model of any gauge is eligible to win these prizes. If the first place prize model is of a gauge other than O or HO, it will be placed on display at the National Convention. Regardless of whether or not any prizes are awarded, the top ranked O gauge car and the two top ranking HO gauge cars will also be selected as the Official Representatives of the

Midwest Region and they will be operated at the convention.

The showing that the Midwest Region makes at its own convention will depend upon you, its members, so let's get started on that model, NOW.

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SILVER ANNIVERSARY CONVENTION COMMITTEE CHAIRMEN

Arrangements for the Silver Anniversary Convention are directed by co-chairmen Marv Duesing, 803 Ford Avenue, Elgin, Illinois and Bill Lang, 714 May Street, Elgin, Illinois. They have announced appointment of the following committee chairmen:

Hospitality Committee: Bob Johnson, 8044 Jeffery Avenue, Chicago 17, Illinois. Elsa (Mrs. Bob) Johnson heads the "Silver Queens" in planning the special ladies program.

Registration: Charley Love, 230 W. Kenilworth Avenue, Palatine, Illinois.

Model Contest: Paul Callahan, 34 Washington Circle, Lake Forest, Illinois. Paul is also serving as liaison man with the Silver Anniversary Committee which is planning suitable observances of our birthday at this Convention.

Technical Sessions: Al Kalmbach, 1027 N. Seventh Street, Milwaukee 3, Wisconsin.

Railroad Fan Trip: Bob Browne, 625 W. 56th Street, Hindsale, Illinois. Bob is also handling Convention publicity.

Layout Visits: Frank Carroll, 148 N. York Rd., Bensenville, Illinois.

Banquet Arrangements: Dick Faltz, 801 Harvard Avenue, Arlington Heights, Illinois.

Local Transportation: Roger Deatherage, 1705 Midland Avenue, Highland Park, Illinois.

NMRA Business Meeting and Trustees Meeting: A. B. Bradley, 3401 Chatham Street, Racine, Wis.

Exhibits: Frank Saville, 839 Touhy Avenue, Park Ridge, Illinois.

Anyone wanting details about the convention should write the proper committee chairman.

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ILLINOIS CENTRAL PHOTO EXHIBIT

A special exhibit of railroad photos called, "Mainline Mid-America: A Photo Story of the Illinois Central Railroad," will be on exhibit during February in the Randolph Street corridor of the Chicago Public Library. Hours are 9 A.M. to 9 P.M. Monday thru Friday and 9 A.M. to 5 P.M. on Saturdays.

The 60 photos depict the IC's history, its people, progress, and public service aspects with colorful shots of oldtime locomotives to modern push button yards. The exhibit was prepared by Clifford Massoth, past editor of the IC's company magazine.

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Chicago in 1960

N.M.R.A. 25TH YEAR

1960 March

CANDIDATES MWR BOARD 1960



Candidates Bios on following page....

VOTING TIME AGAIN

This is the time of the year when we present to you a slate of candidates for the MWR Board of Directors. Included in this issue is a reasonable likeness plus a personal biography of each of the seven candidates, five of whom are to be elected.

These men are willing to devote a considerable part of their spare time to the administration of the region. Will you please devote a few minutes to reading these short sketches, marking your choice on the ballot that should arrive about the same time as this issue, and dropping the postage paid ballot card in the mail box? We think that this is not asking too much of you, you will agree.

CARL E. DEHNERT, 1528 North 48th St., Milwaukee 8, Wisconsin. Carl, 51, is a receiving manager for Sears Roebuck & Co. Married, he has been in model railroading for over 30 years. Starting with O gauge and now in HO, Carl's present layout measures 20x20, has 10 steam locomotives, 10 diesels, 8 trolleys, and over 100 freight and passenger cars. (His Milwaukee Road - D&H Division was featured in the 1959 Spring Meet's layout tours). Carl is a past president of the Milwaukee Model Railroad Engineers and has attended 12 Meets in 14 years of NMRA membership. His interest is scratch building but he is also interested in seeing a standardization of coupler pockets and heights in kits come about.

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HARRY B. HARDING, MD, 825 Harms Road, Glenview, Illinois. "Doc" Harding, 51, is a physician and is married. His degrees include BS, MS, MB, and MD. A TT gauger, he has a 10x20 home layout under construction. On it he can run 13 steam locomotives, 4 diesels, and over 200 cars. He belongs to an informal group of four modelers called the "Spikes." He also holds membership in several medical organizations including the Society of Illinois Bacteriologists and the Society of American Bacteriologists and has had numerous medical articles published. He has been a model railroader for 12 years and an NMRA member for 3. He has enjoyed 4 of the MWR Meets. He is mostly interested in scratch building unusual items in TT gauge. He would like to see a change in the attitude of most dealers and many modelers towards TT gauge.

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ROGER KEMAN, 627 N. 76th Street, Wauwatosa 13, Wisconsin. Roger, 39, is a bachelor who supports his mother. (She holds a family membership). He is a graduate of the Layton School of Art and works as a commercial artist. He has no home layout but runs his HO & HOn3 rolling stock on the Milwaukee Model Railroad Engineer's club layout. He owns 23 steam locomotives, 25 diesels and "too many cars to count." Roger has been a modeler for 14 years and an NMRA member for 12 years. Rather well known around the MWR, he has served several terms on the BOD, is a past MWR President, and is now a member of the Permanent Convention Committee. He has also conducted clinics on the building of structures & scenery and on the art of weathering. Those subjects are also his favorite of all the many phases of model railroading. He would like to see less criticism of items other than those which must meet standards. He cannot see the objection to the use of plastics in kits, for example.

oOOOo

WILLIAM J. ANGUS, 915 N. Yale Ave., Arlington Heights, Illinois. Bill is 47 and married. His family includes two sons, one of whom is married. He has a BSME from Brooklyn Polytechnic and his occupa-

tion is listed as a design engineer. Bill is a member of Garfield Park Model RR Club but also has a home layout under construction. It is 6x15 plus 3x30 around the wall affair and will feature steam and traction. Bill reports that there are 6 steam locos (in the family) and 6 traction with 50 to 60 cars to run on this new railroad. Both of the boys are modelers, too. Bill has been in the hobby for 14 years, in the NMRA for 12 years and has attended "about 12" MWR Meets. He has been president twice at Garfield Park and is now a vice president there. He has won one second and one honorable mention prize for his traction models. Bill is a traction man from way back when that is his main interest along with the history of early traction lines. He would like to see more members take an interest in MWR affairs. He feels too, that we should keep an eye on those who wish to circumvent our standards.

oOOOO

WALTER A. BARRY, 9410 Drake Avenue, Evanston, Illinois. Walter, 61, is married and has a married son. He is a 1922 graduate of the University of Illinois and is employed as a production supervisor. His scale is HO and he is a member of the Short Flaggers. His 5x17 portable home layout is well known, having been seen at both Short Flagger Meets and written up in the WAYBILL. It includes 5 steam and 8 diesel locomotives with 50 cars. Walt has been a modeler for 25 years and has been in the NMRA for 12 years. He has attended 9 MWR Meets. His greatest interest in the hobby is electrical (he had an operating block system using Wescott's Twin - T circuits in use for the Short Flaggers Meet.) Walt likes the hobby the way it is and feels it needs no changing.

oOOOOo

ALLAN DOLY, 17 Enlow Drive, Decatur, Illinois. Allan is 43, married and works as a radio engineer for a local radio station. His scale is HO and his home layout (the 3rd) is only 7x9 but upon which he runs 10 steam locomotives and 30 cars. No diesel locomotives are listed on his roster. Allan has been in the model railroading hobby for 11 years (since 1949). He joined the NMRA soon after taking up the hobby and so his membership also totals 11 years. His electrical knowledge has transferred into the hobby because the phase of model railroading that interests him the most is control. He also thinks modeling "is a wonderful hobby just as it is."

oOOOOo

TOM RICHARDS, 5623 N. Newcastle Avenue, Chicago Illinois. Tom is 53, married and has four children. A graduate of Knox College, he is employed by the Illinois Bell Telephone Co.. Tom works in HO, has a home layout of 15x15, and is affiliated with Northwest Cannonball Club. He has 38 locomotives and 80 cars. In the hobby for 7 years, he has been an NMRA member for 5 years, and has attended 6 Meets. Tom served in the U.S. Navy during World War II and is now a Lieut. Commander, Retired, USNR. His "love of the sea" has led him to memberships in the Chicago Yacht Club, Great Lakes Cruising Club, and the Lake Michigan Yachting Assoc. and also several civic organizations. He has been an official in many of them. In modeling, Tom's awards include a first prize for his gas turbine in the 1958 Model Contest and an honorable mention - steam engines in 1959. This is a result of his interest in scratch building engines and structures. He has had many articles published in various model railroad and yachting magazines.

oOOOOo

1960 June SPRING MEET 1960 PHOTOs BELOW



1. Frank Saville giving a short clinic on shadow box construction.
2. Members of the Symposium panel (Carruthers substituted for Odegard).
3. Display of O ga. models by Al Kamm & HO ga. buildings by La Verne Diehl
4. Some of the model contest entries on display.
5. The Railettes hard at work constructing "engines."
6. Some of the completed "engines" (Two winners at far right.)

Sorry, but we ran out of space - more Meet pictures in the next issue.

1960 June

PETITION FOR PERMISSION

TO ORGANIZE A DISTRICT

We, the undersigned, all current members in good standing in the National Model Railroad Association and residing in the following cities and towns of South-Central Illinois, petition for recognition as a District within the Mid-West Region of the National Model Railroad Association. Beason, Bloomington, Chestnut, Decatur, Jacksonville, Lincoln, Peoria, Rochester, and Springfield.

The NMRA members residing in the area given above and represented by the undersigned have met regularly each three months since April 10, 1958, to support the Mid-West Region in its activities, boost membership in the NMRA, visit operating layouts and arrange field trips and fantrips in the area stated above.

We petition specifically for the opportunity to be represented on the Board of Directors of the Mid-West Region of NMRA.

We further request that our District be the first in a series of new Districts to be formed within the Mid-West Region for the purpose of more frequent local activities with the NMRA, providing greater advantages for membership in the NMRA and for local organized support of Region and National NMRA activities. Twenty two names attached.

OOO

1960 September – October---photo captions on following page



1960 September – October—captions below are previous page

oOOo

PHOTOGRAPHS IN THIS ISSUE

(Page One)

1. Mr. Walsh (NKP Super in dark suit) being instructed in model railroading.
2. Big A.B. Bradley growing fancy dandruff.
3. A special run through the ATSF car washer.
4. "How can I sneak this nice ATSF diesel home?"
5. Yep, real wheels, Pal. (On the Donnelley layout.)
6. "Will she go again Mr. Engineer?"

(Photographs by Bernie Pollock)

1960 September –October captions below are for following page

PHOTOGRAPHS (Cont. from page 2)

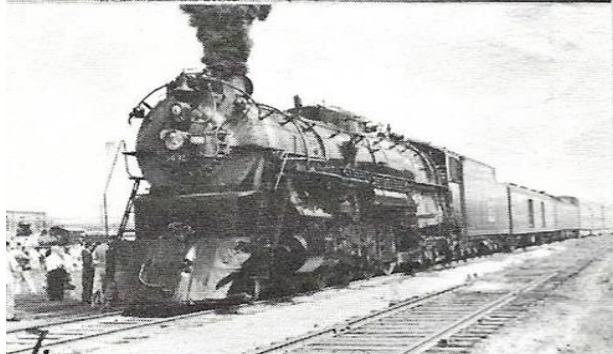
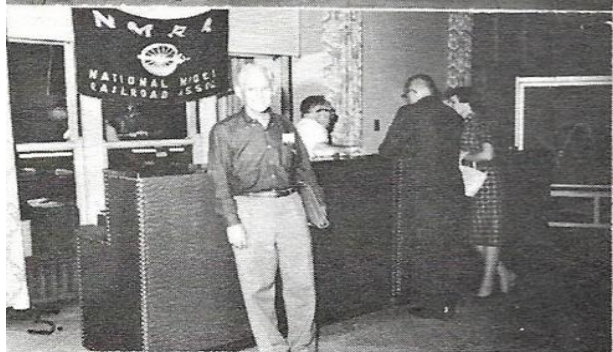
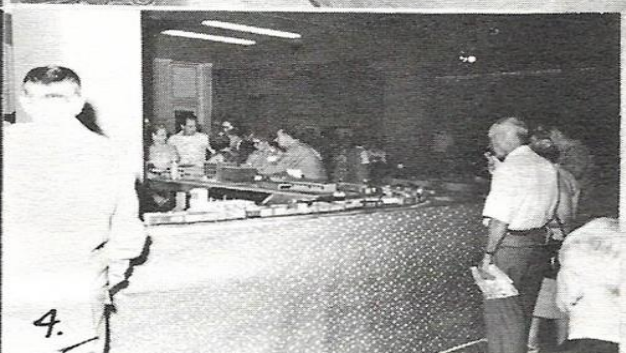
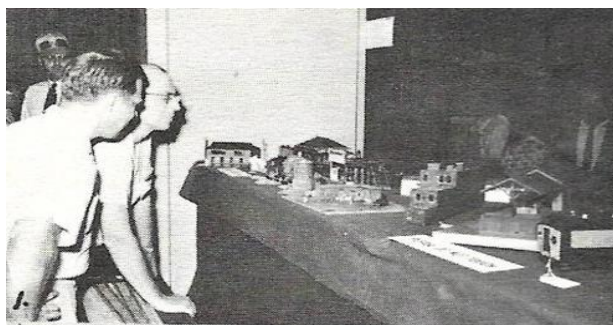
(Page Three)

- 1 & 2. Some of the 112 Model Contest entries.
3. The special NMRA bulletin board in the hotel lobby.
4. Some of the 40 Silver Anniversary cars on the portable layout.
5. Charlie Love at the registration desk.
6. Talking it over with the Manufacturers.
7. The Q's big and powerful 5632 - a 4-8-4 type.
8. Off the train to visit the Aurora Shops.
9. A picture stop on the steam fan trip.
10. The Q's 637 - a 4-6-0 type on display.

(Photographs by Jim Lingeman)

ooOOOOoo

1960 September –October



1960 October – November



PICTURES ON PAGE ONE

Several awards were presented at the Banquet to three men for their industrious efforts in making the Convention a success. (1) BOD President Ken Mortimer presenting the book Steams Finest Hour to Bob Johnson. (2) Marv Duesing, Convention Chairman, receiving a scroll - a sort of "unsong hero's award." (That's Al Kalmbach sitting in front.) (3) Charlie Love is presented with a copy of the Model Railroader Cyclopedia Vol.1 - Steam Locomotives. (Ed. Ravenscroft in front.) Photos by G.P. Nemec.

oOOOOOo

1960 October – November



1961 January

A.C. Gilbert Dies



A. C. GILBERT DIES

Alfred Carlton Gilbert, 76, famed toy inventor, died Jan. 24th. It was reported that he had a heart ailment.

Mr. Gilbert was chairman of the board of the A.C. Gilbert Co., the famed toy makers. He founded the company in 1909 after graduating from Yale Medical School. He served as president until 1954 when he was succeeded by his son, A.C. Gilbert, Jr.

A boyhood hobby of magic led him into the business of making equipment for amateur magicians. From this the firm grew and eventually included chemistry sets, microscopes, electric trains, and the famous Erector Sets.

It is reported that the idea of the Erector Set came to Mr. Gilbert as he was returning by train from New York to his home in New Haven. He noted the girders being installed by the New Haven Railroad as part of its electrification program. He went to work with scissors and cardboard and soon had a working model. Thus was born the popular Erector Sets.

Gilbert Co. did not manufacture electric trains until 1937 after they had acquired the American Flyer line when the A.F. Co.'s president died. The Standard Gauge line of A.F. was dropped after the move from Chicago to Connecticut. It has often been said but never really proven that a lot of Standard Gauge items were dropped into the river from the back door of the old factory at 22nd and Halsted Streets.

First Mention for possibly forming a Central Indiana Division

VOLUME TEN

JANUARY-FEBRUARY

NUMBER 1

WHAT MAKES IT TICK?

You, the readers of the WAYBILL, are members of the second oldest NMRA region and its third largest in membership. This region, the Midwest Region, is composed of parts of five midwestern states. They are: all of Illinois, the western half of Indiana and Kentucky, Berien County of Michigan and the eastern half of Wisconsin. A region of this size and scope takes a powerful amount of running and this is ably done by the region's Board of Directors.

The Board of Directors is composed of seven directors who are elected at-large from the region's membership. The directors in turn elect the region's officers. These officers and the directors are charged with making the Midwest Region tick.

The duties of the Board of Directors are many in detail, but broadly speaking, they can be given as: to promote model railroading, to conduct regional conventions, to publish and distribute the WAYBILL, and to assist the national organization in any way possible. The first duty of promoting model railroading is accomplished mainly by doing a good job on their other duties. The region's conventions are held, usually twice a year, to bring together the region's membership for the purpose of fellowship, the exchange of ideas, the dissemination of information thru clinics and to provide a financial support to the WAYBILL. The WAYBILL is published for the purpose of tying together the region's membership, particularly those members who can not attend region conventions. The WAYBILL also acts as the region's bulletin board for the posting of the notices of regional activities.

The Board of Directors accomplishes their duties by holding monthly board meetings, usually on the second Sunday of the month. At these meetings the Board takes the action necessary to keep the region humming. Between meetings the work of the Board is carried on by committees and the region's officers.

One of the items reported on at each Board meeting is the state of the region's finances, obviously a most important topic. The primary reason for the region to raise money is to enable it to publish the WAYBILL, the only contact that the region has with most of its members. The money required is raised thru three different sources. The main source is from regional convention profits which furnish about two-thirds of the total. The WAYBILL is also supported by the hobby shops thru paid ads which appear in the WAYBILL. For this reason we hope that you will patronize our advertisers. The third source of income is from the sale of badges, pins and emblems at the region conventions.

It should be apparent that the Directors who run the region and who represent you on the Board of Directors need to be selected with care. The Midwest Region has adopted the pre-paid mail ballot to permit all members to freely express their rights in the selection of the persons who will run the region. The first step in the election procedure is to select a slate of nominees. For this purpose a nominating committee is appointed, who then canvass the region for possible candidates. From the people who have indicated a willingness to serve, the Board selects an official slate of candidates to put on the ballot. It is from these candidates plus any write-ins that the Directors of this region are selected by you, the region's membership. These Directors will then undertake to provide all of the activities for which this region is noted.

J.L.

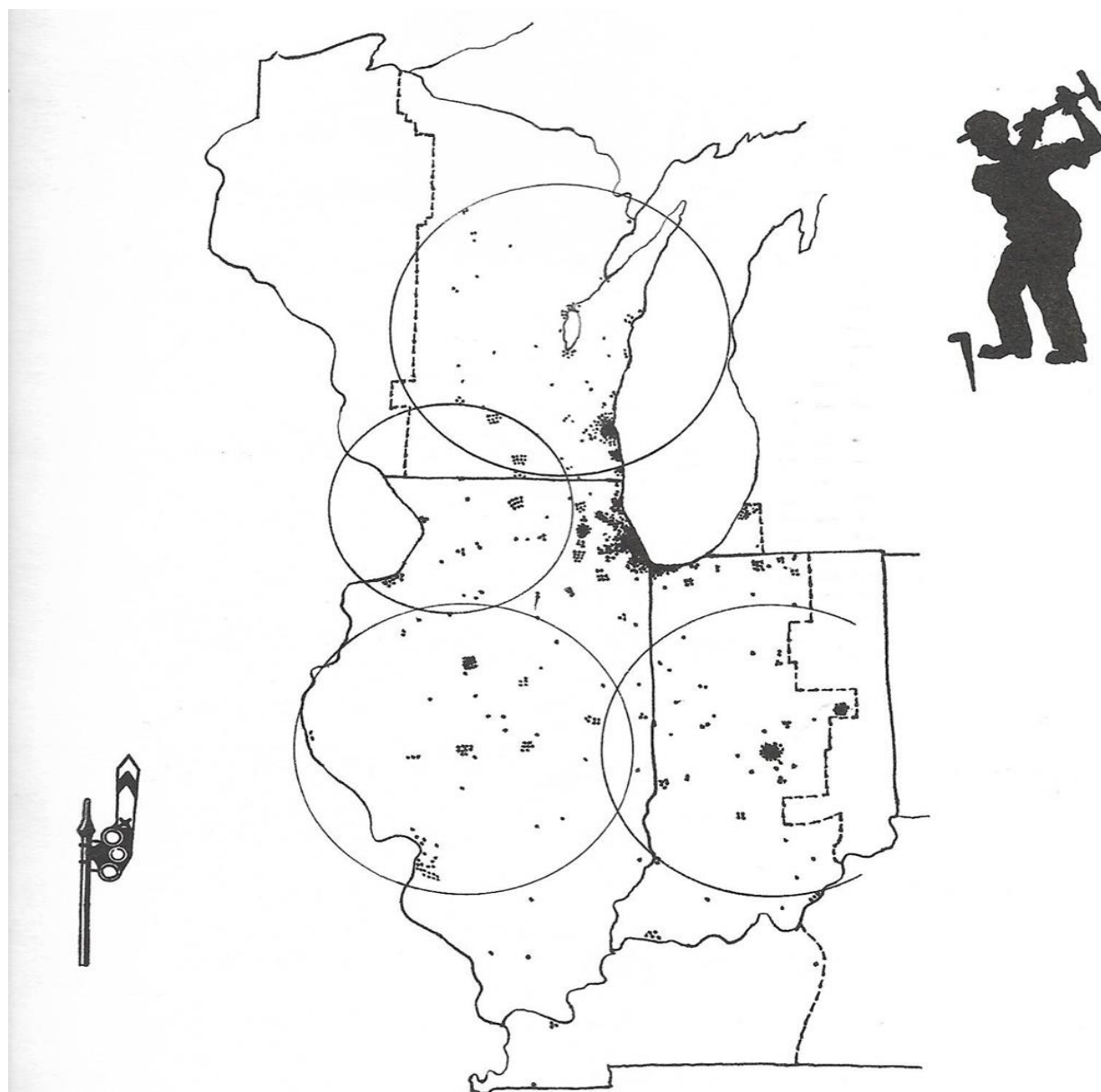
END OF THE LINE

On Nov. 11 the 1960 Convention Committee held its final meeting to "rehash" all convention reports. The meeting then extended to a dinner to which Mr. and Mrs. Donnelley were invited. After the dinner the special award of the signed scroll was presented to Elliott Donnelley. The MWR extends its thanks to the Donnelleys for the part they played in making our recent Silver Anniversary Convention a success.

Bob Browne reports that Electro-Motive's new GP-20s seem to be "catching on" with the Western railroads. La Grange has received orders from the Great Northern, Cotton Belt (S.P.), and the Burlington. Bob also says that the passenger business is getting another look, too. The Milwaukee Road plans to have seven E-7 units rebuilt into E-9 units at the big GM plant in La Grange.

Ed Ravenscroft noted that the Rock Island's Rocket Magazine reported a unique situation of two cars bearing the same number being coupled together. On June 30, 1960 the agent at Groom, Texas, found NP 29134 and CB&Q 29134 coupled end-to-end. The cars were loaded with wheat and shipped to Chickasha, Okla. Chances for this oddity to occur are estimated at 782,000,000 to 1, according to the Association of American Railroads. The previous occurrence of this oddity was in May 1960 when RI and GN box cars, both No. 25082, were coupled together for a shipment of feed from Fairbury, Illinois to Kokoma, Ind.

Those MWR members in the Indianapolis area who are interested in forming a new division please contact Ken Curtis, Box 461 RR #19, Indianapolis, Indiana.



A LOOK AT THE MIDWEST REGION

The map above is a reasonable facsimile of that part of the world known as the Midwest Region. On it we have placed one dot for each member listed in the latest yearbook. We will therefore call this a study in peopleography. Incidentally, can you find your own dot?

Study this peoplegraph, we note the heavy concentration of members in the Chicago and Milwaukee metropolitan area. Roughly 75% of the members are in these two areas. The remaining members are spread, rather thinly, over the rest of the region. This is one major reason why the region's directors

are studying the organization of divisions, which will bring organized NMRA activities to these areas. This we hope will bring about an increase of membership in these areas.

How and where should the divisions be located? A study of our peoplegraph may be of help. To help pull some cities together as groups, we have drawn some circles on our peoplegraph. Circles of 100 mile radius have been drawn with Springfield, Ill., Indianapolis, Ind., and the Lake Winnebago, Wis., area as their centers. A smaller circle has been drawn in northwestern Illinois. Do any of these circles give you ideas on divisions boundaries?

NORTHWEST CANNONBALL MODEL RAILROAD CLUB
PALATINE, ILLINOIS

The Shortflaggers

1961 February - March

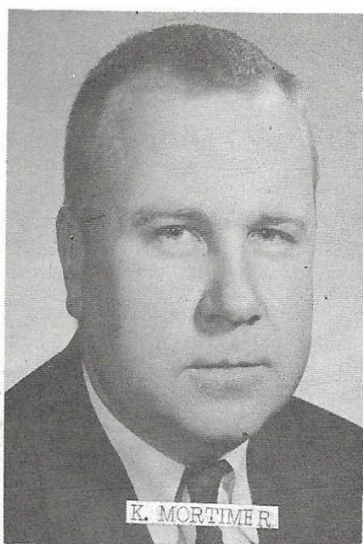
MIDWEST WAYBILL



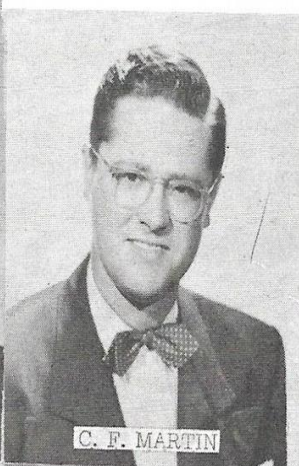
VOLUME TEN

FEBRUARY - MARCH 1961

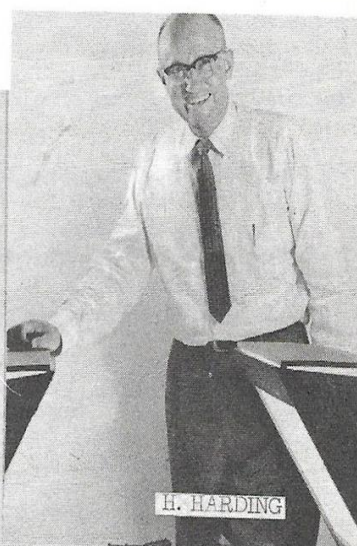
NUMBER 2



K. MORTIMER



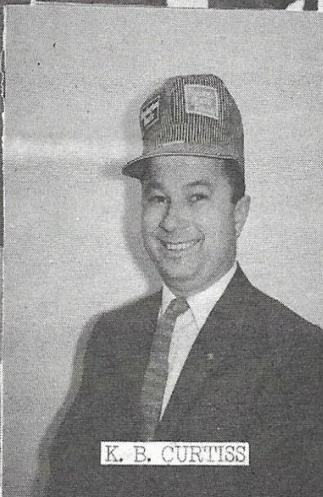
C. F. MARTIN



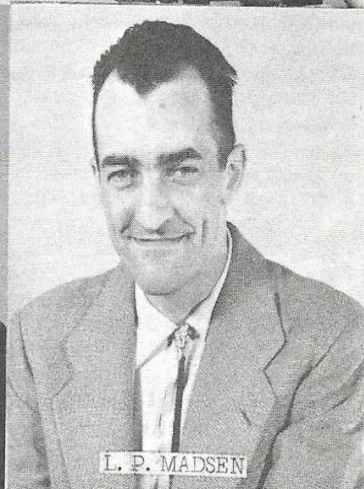
H. HARDING



W. A. BARRY



K. B. CURTISS



L. P. MADSEN

Candidate Bios on following page

1961 February - March

MWR BOD CANDIDATES

Spring is nearly here and so is voting time again. We present you with a fine slate of candidates for the MWR Board of Directors. There are six candidates for the three posts to be filled. Each newly elected director will serve a term of two years.

Please take a long look at their pictures, read their short biographical sketch, and then make your choices. Mark an X next to the three candidates of your choice on the ballot portion of the flyer and drop it in the mail box on your way to work. IT IS AS EASY AS THAT. Remember that the Region pays the postage. YOUR vote IS important as usually less than a dozen votes separate the losers from the winners.

HARRY B. HARDING, 825 Harms Road, Glenview, Illinois. "Doc" Harding, 52, is a microbiologist, pathologist, and physician. His degrees include BS, MS, MB, and MD. Married, Harry finds relaxation in his 10 x 20 home layout after a busy professional day. His TT layout boasts 18 steam locomotives, 4 diesels, and 150 cars. He belongs to the Glenview Rail Spikes as well as numerous medical organizations. He is a 13 year man in the hobby, 4 of them with the NMRA including the last 4 MWR Meets. He enjoys best; scratch building, scenery planning, and operation. He would like to see craftsmanship return to the hobby instead of the ever increasing trend towards "tinplate."

ooOO

CHARLES FRANCIS MARTIN, 1611 Cleveland Ave. Evanston, Illinois. Chuck, 45, is married and has three children. He is a registered architect by profession. Not affiliated with any club, he maintains a 16 x 28 layout in his home upon which he runs 14 steam locomotives, 6 diesels, and 125 cars. While he is an HO modeler, he has worked in O and On3. He has been in the hobby for 25 years, but in the NMRA for only one year. He has had several articles published and won 1st and 2nd prize for steam locomotives at the Model Contest at the Elgin Meet. Chuck is interested in prototype locomotives, scenery, structures, scratch building, and craftsmanship. He would like to see a greater separation between the "toy-train" and true scale modelers to gain public acceptance of model railroading as an adult hobby.

ooOOO

KENNETH B. CURTISS, RR 19, Box 461, Indianapolis, Indiana. Ken, 40, has 4 children in his family and is also an architect. His education includes work at the University of Cincinnati. While his home layout is in the "near future," he is affiliated with the "Hobos" of Indianapolis. His rolling stock, HO, includes 9 steam locomotives, 4 diesels, and 130 cars. He has been in model railroading for 21 years and in the NMRA 4½ years but has not yet been able to attend a MWR Meet. Ken is currently working hard towards the formation of the new Central Indiana Division of the MWR. He also finds time to be secretary of his local Lions Club, work in a hobby shop, and serve in his Volunteer Fire Dept. He is most interested in building rolling stock and structures and takes pride in owning every issue of the Model Railroader since 1938. He would like to see a workable prototype coupler that manufacturers would produce without their own variations.

LEONARD P. MADSEN, 690 S. Rosewood Avenue, Kankakee, Illinois. Len, 34, is unmarried and employed as a plant engineer for American-Marietta Company. His education includes a BS in Chemical Engineering. His home layout is only 5 x 10 with 65' of HO on 3 track ("Merely a test loop.") and he has 4 steam locomotives, 1 galloping goose, and 22 cars. He has joined the newly organized MWR Narrow Gaugers. In spite of being in the hobby for only 6 years (and the NMRA for 6 years), Len is a well known N.G. modeler and has several articles published in the MR as well as having won several prizes at the 10 MWR Meets he has attended. His main interest lies in scratch building of specific prototypes. He feels that there should be less arguing about couplers and more improvement in quality throughout the hobby, wheels, trucks, castings, and kits.

ooOOOOO

WALTER A. BARRY, 9410 Drake Avenue, Evanston, Illinois. Walt, 62, one of the two incumbents, is seeking re-election after serving the BOD on a one year term. He is also currently serving as MWR Treasurer and WAYBILL Business Manager. He is married and is the proud grandfather of two charming granddaughters. A graduate of the University of Illinois, he is employed as a production supervisor. Walt's 5 x 7 home layout is very well known having been featured at both Short Flagger Meets. Walt is, of course, affiliated with the Short Flaggers Club and has been an NMRA member for 13 years. He has attended 10 MWR Meets. His greatest interest in the hobby lies in solving electrical and coupler problems. He has both an operating block system and an operating hump yard on his layout. When asked what he would like to see changed in the hobby, Walt's answer was "No Comment." He likes model railroading as it is today.

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KENNETH MORTIMER, 352 Green Acres Drive, Valparaiso, Indiana. Ken, 39, is married and has a family of three boys and a girl. He has an MS in Mechanics and is an Associate Professor at Valparaiso University. While he is not affiliated with any club, Ken does have a home layout which is now in the process of being rebuilt. It is traction, complete with 6 passenger and 2 freight motors and 20 freight cars. An incumbent seeking re-election, Ken is currently serving as MWR President. He is also Chairman of HO Standards on the Engineering Committee and is the author of several data sheets. Ken has been in model railroading for 14 years and in the NMRA for 12. He has attended most meets and has won several prizes for his traction models. He would like to see some manufacturer put out a Chicago Red Pullman Street Car ("Oh, good grief...")

oo oo (Trolley Car)

PRACTICE

En route by Pullman to Kalamazoo, Mich., Mme. Agi Jambor, a concert pianist, opened up her portable practice keyboard and clacked away on it in her berth. When the train arrived late the next morning she asked why and the conductor told her they had stopped for two hours during the night in a fruitless search for a dangerous clacking noise in one of the sleeping cars.

ooOOO

1961 April – June 1961 Pic #5 Joe Carter receive IL Division Charter. The Central Indiana Division also had a Charter awarded.



SPRING MEET - 1961

1. Along the Lower Dells.
 2. The R&Gt.N's new round house and turntable.
 3. Passenger train on siding at "End of track."
 4. The MWR's Honor Banner for 1960.
 5. Joe Carter receiving Ill. Division charter.
 6. Roger Perry presenting plaque to Charlie Love.
 7. Roger Perry presenting plaque to Ed Flatten.
- (See minutes of Annual Meeting)

1961 April - June 1961

RESOLUTION PASSED AT ANNUAL MEETING
WHEREAS: The fullest possible attendance of the officers and trustees at the winter (mid-year) meeting of the BOT is desirable for the proper administration of the affairs of NMRA, and,

WHEREAS: It is desirable to hold this meeting in a "central" location for the greatest convenience to the greatest number of officers and trustees, and,

WHEREAS: All officers and trustees attending the meeting are subject to the common personal expenses of lodging, food, etc., and,

WHEREAS: Many officers and trustees now reside within a distance represented by a round trip rail coach fare of \$25.00, but,

WHEREAS: Such central location places undue burden of expense on those officers and trustees residing at distances beyond the \$25.00 zone, now,

THEREFORE, BE IT RESOLVED THAT: The extraordinary burden of transportation expense for officers and trustees attending the winter (mid-year) meeting of the BOT may be equalized by repayment of their direct round trip rail coach fare from their residence to the city where in the meeting is held LESS the sum of \$25.00 - such repayment to be limited to travel within the continental limits of the USA, and,

BE IT FURTHER RESOLVED THAT: This resolution be transmitted to the President of NMRA for action at the next meeting of the BOT.

A. B. Bradley

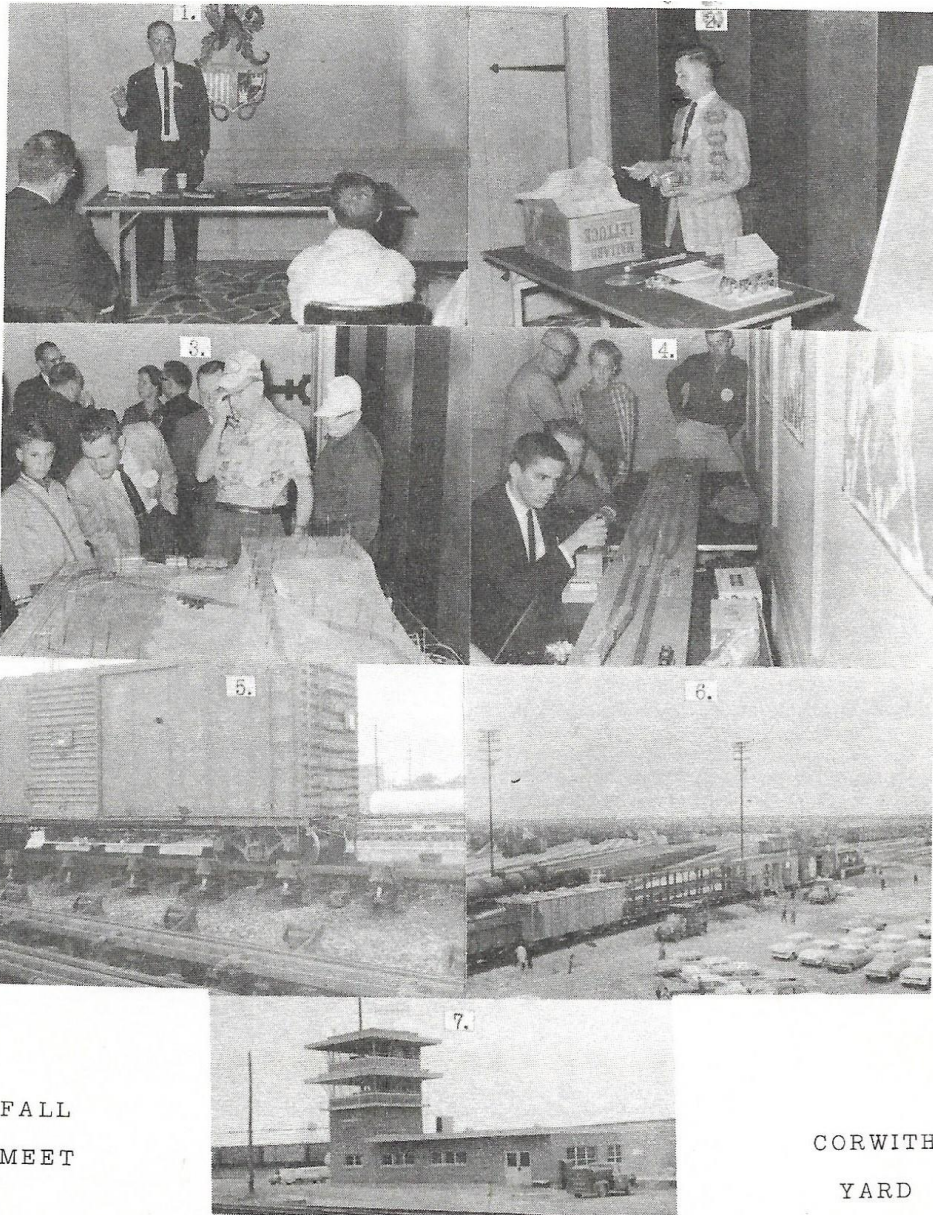
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1961 June - July

BOD ELECTION RESULTS: A total of 533 Ballots were cast. Ken Mortimer 330, Walt Berry 315, Dr. Harding 286, Charles Martin 235, Len Madsen 231, Ken Curtiss 170. The top three were elected for a two year term. There were 460 yes votes and 38 no votes for the adoption of the new MWR Constitution.

1961 October – November FALL MEET PHOTOS CHICAGO



FALL
MEET

CORWITH
YARD

OUR PICTURES ON PAGE ONE

(1) Chuck Long presenting his clinic on trolley modeling at the recent Fall Meet. (2) Russel Decho talking about scenery techniques. (3) Bill Angus operating his 4 x 5 foot trolley layout. (4) Operation on the switching layout. (5) Retarders in action. (6) The ATSF's Corwith Yard. (7) New hump yard tower.

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**1961 December**

**NOTE: This article relayed that the MWR began in December...it began September 2<sup>nd</sup>, 1945.**

#### MIDWEST REGION MEETS

Sometime ago we had a nice discussion with Frank Saville about past Midwest Region Conventions. We came up with the following list which is not complete. Can you finish it? How many meets do you recall? 2- Garfield ('53 & '56); 2- Milwaukee (? & '59); 1- Bloomington ('53); 2- Palatine ('57 & '59); 1- Ft. Wayne (?); 1- EMD ('52); 2- Elgin ('55 & '60); 1- South Bend (?); 1- Ill. Tech ('58); 2- Lafayette ('54 & '57); 1- Lake Shore Club (?); 2- Short Flagg's ('55 & '58); 1- Wis. Dells ('61); and of course 1- Union Station ('61). Which meets did we omit? The MWR was formed in December of 1945 and counting two meets per year (except for 1960 when no fall meet was held because of the National) we should have had 31 meets. Our list includes only 20. Where were the missing conventions held? Write in and tell us your list.

The 1962 Spring Convention will be held during the weekend of May 19th and 20th at Janesville, Wisconsin. The Blackhawk Society of Model Railway Engineers, 1013 West Court Street, Janesville, Wisconsin, will be our hosts at this forthcoming meet.

This "friendly - 100 per cent NMRA club" has already made many plans to entertain us at the Spring Meet. There will be plenty of railroading, both model and prototype, as the Blackhawk Lines is located in the Milwaukee Road Freight house, only two blocks from the Hotel Monterey, Meet Headquarters.

More on the Spring Convention in later issues, but start planning now to attend this model railroading event.

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## 1962 February – March NEW ACHIEVEMENT AWARDS PROGRAM

### Mr. Jack Taylor Kirby is the FIRST MWR CHAIRMAN.

#### IMPORTANCE OF ACHIEVEMENT AWARDS PROGRAM TO INDIVIDUAL

With the announcement of the new Achievement Awards Program, a new phase of relationship between the individual model railroader and the NMRA has been brought into being. Now, it is possible for an individual to receive recognition, backed by the full prestige of the NMRA, for his accomplishments in his own chosen field within the hobby. Awards are to be made in three general areas--model building, layout building, and operation, and service to the NMRA and the hobby. A Master Model Railroader Award can be won by anyone qualifying for Achievement Awards in six of the nine specific categories.

The need for a broad member-recognition program has long been felt in NMRA, and many requests and proposals for such programs have been proposed through NMRA's history. Many will recall Railroad Model Craftsman's Hal Carstens' "Open Letter to the President" (of NMRA) which appeared about two years ago. This editorial, reaching model railroaders inside and outside NMRA, provoked considerable thought and discussion -- particularly on the NMRA Board of Trustees. The Achievement Awards Program described in the December "BULLETIN" was an outgrowth of these suggestions, and is a comprehensive program covering the popular areas of model railroading.

Perhaps the most pressing need in any NMRA recognition program was for proper acknowledgement of services to NMRA itself. The Achievement Awards Program provides for awards for NMRA elected officials, committee workers, and hobby authors. Another need was for suitable recognition of the efforts of those model railroader who concentrated their efforts on layout design and construction, wiring, and scenery -- and the NMRA is blessed with the products of many of these specialists. Again, the Achievement Awards Program fills this need by providing awards in these categories. Naturally, the builders of superb models (which is what this hobby is all about) have Achievement Award categories to reflect their special skills.

A key feature of the Achievement Awards Program is that it is administered at the Regional level although it is a national program. Thus, competition in the Regional Model Contest, serving on Regional committees, contributing to the Region newspaper, and building a layout in your home all serve to qualify for Awards in the various categories. Award applications can be obtained, and often processed, at Region Conventions. The contact between the individual model railroader and the Achievement Award Committee is a contact between neighbors -- often in person. The Achievement Award Program, as no other NMRA activity, serves to bring the

NMRA to the individual model builder.

To participate in the Program, here's what to do:

1. Read the requirements for the nine Achievement Awards printed elsewhere in the "WAYBILL."
2. If you feel you are already qualified for one, or more, of the Awards, write to Jack Kirby Taylor, 33 Tuttle Ave., Clarendon Hills, Ill. requesting an application form for EACH Award for which you feel you are qualified.

3. If you are not already qualified, select the category you find most interesting and prepare for qualification. If you've put off entering your favorite model in the Model Contest -- do it at Janesville. If you wish to serve on a national or Regional committee, write to the Chairman offering your services -- the NMRA always needs willing volunteer workers. If you'd like to write, send some copy along to ye olde "WAYBILL" editor -- contributions on model railroad subjects are always welcome. No matter what phase of this hobby you like best, there is an Achievement Award to be earned in that phase.

Because the Achievement Awards Program is new, Jack Taylor will be on hand at the Region's Spring Convention in Janesville to describe the program in detail and to assist Region members in preparing their application forms. Jack, who has a lifetime of experience in administering awards programs for the Red Cross and Scouts, was a natural choice for the post of MWR Achievement Awards Committee Chairman. His committee has moved into action promptly, and presentation of several Achievement Awards to MWR people will be made at Janesville.

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#### MWR ACHIEVEMENT AWARD CHAIRMAN NAMED

Jack Kirby Taylor, 33 Tuttle Avenue, Clarendon Hills, Illinois has been named Chairman of the Achievement Awards Committee by MWR President Carl Dehnert. As Committee Chairman, Jack will be the "designated Region official" within the national Achievement Awards program. Wayne Johnson, 423 Oriole Trail, Crystal Lake, Illinois was named a member of the Committee.

Within a few days of his appointment, Jack Taylor developed a detailed outline of policies and procedures of the Achievement Awards program as it will be administered in the MWR, and obtained the full approval and support of the Region Board of Directors. The necessary instruction, supplemental forms, and explanation of policy are now being printed for distribution with the award application forms.

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YOUR LETTERS AND ARTICLES ARE THE  
LIFEBLOOD OF YOUR WAYBILL: WRITE

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## 1962 February

**As of February 21<sup>st</sup>, 1962, the MWR had 1721 members. Club secretaries are urged to submit their rosters before August 1<sup>st</sup>.**

## 1962 April – May



CANDIDATES 1962 BOD ELECTION

WILLIAM J. ANGUS, 915 N. Yale Ave., Arlington Heights, Illinois. Bill, 49, is married and has two grown sons. He is a design engineer and his education includes a BSME from Brooklyn Polytechnic. Bill is a long time member of Garfield Park Model RR Club and has been on the MWR BOD since 1960. He is currently serving as Region Vice-president. Bill has been a model railroader for 16 years and in the NMRA for 14 years. His love is traction and he has won several prizes in MWR contests in that category. His home layout is strictly a point-to-point traction line. Bill would like to see a greater membership interest in NMRA affairs, even if only to vote and attend the Meets.

CARL E. DEHNERT, 1528 No. 48th Street, Milwaukee, Wisconsin. Carl, 53, is a receiving manager for Sears Roebuck & Co.'s Milwaukee Division. Married, and a former O scaler now in HO, Carl has been in the hobby for 35 years. His 20 x 20 foot layout of the Milwaukee Road features a branch of the North Shore Traction System. A past president of the Milwaukee Model R.R. Engineers, Carl is now serving as MWR President. He has been in the NMRA for 16 years. He is still looking for a standardization of coupler pockets in kits.

JACK KIRBY TAYLOR, 33 Tuttle Avenue, Clarendon Hills, Illinois. Jack, 56, is married and has a son 26 and a daughter 22. Working full time for a public relations and fund-raising council, he was educated at Ohio State University. Jack's 4th layout is under construction in his home. It is 15 x 15 along the wall and is being built to the same fine standards as his prize winning models. Jack has won 3 National, 6 NER, and 6 MWR for a total of 15 prizes in model contests. He has been in the NMRA for 15 years 23 years in the hobby. Jack is currently serving as chairman, MWR Achievement Awards Committee. Asked what interests him Jack answered, "All - but scratch building is first love if one must be picked." Jack is looking forward to more - bigger - and better NMRA with less carping and more contributions.

GEORGE R. THIELE, JR., 1275 E. Milwaukee Street, Janesville, Wisconsin. George, single, is 25, and is a construction office engineer. His education includes a BS degree in chemistry. Modeling in HO, he has only a test track at home. George is affiliated with the Blackhawk Society of Model Railway Engineers, Inc., our hosts for the 1962 Spring Meet. Owning 37 locomotives (steam) and 150 cars, he has been a model railroader for 15 years and in the NMRA for 4 years. He has been secretary-treasurer and president of the BSMRE and is currently serving as Chairman, Region Spring Meet Committee for Host Group. George is interested in scenery work, scratch building, and collecting. He would like to see a better adherence to NMRA standards by the manufacturers.

## 1962 April - May Roger Kemen and Chuck Cornish Pass Away

### FIRST ACHIEVEMENT AWARDS WON

#### FIRST ACHIEVEMENT AWARDS WON

Now that the rules have been published and the chairman announced it is expected that many members of the MWR will qualify for Achievement Awards by the time of the Spring Regional Meeting and many more by the time of the Fall meeting. If you think you can qualify for an award in any category write to the chairman Jack Kirby Taylor, 33 Tuttle Avenue, Clarendon Hills, Illinois for instructions and application blanks. Completed applications should be in the hands of the chairman at least 2 weeks prior to the Spring meeting at Janesville on May 19th. The first qualifiers who will receive awards at the banquet in Janesville are:

Master Builder - Motive Power

Jack Kirby Taylor

Master Builder - Cars

Jack Kirby Taylor

Dr. Edward A. Heffner

Master Builder - Structures

Jack Kirby Taylor

Association Official

Robert B. Browne, Jr.

Marvin Deusing

Robert E. Johnson

Association Volunteer

Marvin Deusing

Herbert H. Krien

Charles C. Love

Kenneth Mortimer

Jack Kirby Taylor

Model Railroad Author

Robert E. Johnson

Model Railroad Engineer - Electrical

Dr. Edward A. Heffner

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#### IN MEMORIAM

Our sympathy is extended to the families of two well-known model railroaders who recently died.

Roger Kemen passed away in Kankakee March 6th at the age of 41. Roger suffered a stroke in Sylacauga, Alabama on March 2nd and was being brought up to Chicago. As the train neared Kankakee, his condition worsened and he was rushed to St. Marys Hospital in Kankakee where he died 45 minutes later.

Roger started modeling in 1948. As a commercial artist, he was interested in structures, scenery and weathering of rolling stock and conducted many clinics on this art at region meets. Elected to the BOD in 1956, and re-elected in 1957, Roger became MWR President in 1958. Induced to run again, Roger served on the BOD from 1960 until his resignation in July 1961 when he accepted a position with the House of 3R's, a hobby shop in Sylacauga, Alabama.

Chuck Cornish of the Arizona Railroad Museum, Pearce, Arizona passed away December 8th at the early age of 27. A midwesterner by birth (born in Chicago and raised in Elmhurst) Chuck moved to Arizona in 1956. Always interested in railroads, Chuck started the Museum and was selling prefabricated HO N3 track. His family will continue operation of the Old Store and the Museum.

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**1962 May**

## **Gilbert F. Ziemann Passes Away**

### IN MEMORIAM

It is with great sadness that we report the death of Gilbert F. Ziemann of West Allis, Wisconsin, one of the "old timers" in model railroading and a long time member of the NMRA (since 1938). Gil served on the BOD from 1950 to 1953 and was active in the MWR in other ways.

He was an O scale traction enthusiast but also belonged to the Model Railroad Club of Milwaukee where he served in official capacities.

Gilbert passed away on Jan. 17 1962. He had been ill with a coronary for the past two and a half years. Gil had just passed 50 in December of 1961.

Model railroading has lost a fine and valued member. Our sympathy is extended to his family.

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## **1962 September Roger B. Deatherage Passes Away**

### ROGER B. DEATHERAGE

It is with a deep sense of personal loss that we report the death of Roger B. Deatherage, past president of the MWR. Roger died on July 28th in the Highland Park Hospital.

Roger was a MWR Director from November 1951 to April 1956. He served as Region President from October 1952 to October 1953. (MWR officers were elected at the Fall Meeting in those days).

Roger entered many Model Contests and won a total of eight awards. These included one 1st and three 2nd place awards for motive power, two 1sts and one 2nd award for rolling stock plus an award for his operating cog railroad. Roger's beautiful HO railroad, The Arizona & Western, was well known. MWR members who attended the two Short Flaggers Meets saw his railroad in action.

At the IIT Spring Meet on April 19, 1958, Roger Deatherage was one of five men awarded a MWR Certificate of Merit. That award was, in effect, for a contribution "above and beyond the call of duty."

We extend our deepest sympathy to his wife and son.

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## **1962 November**

**Jack Taylor Kirby announced as a Master Model Railroader! HE is the FIRST in the MWR! CONGRATULATIONS!**

## 1962 November

**Dr. Edward A. Heffner has replaced Jack Taylor Kirby as Chairman for the MWR Achievement Program Awards as Jack has been appointed as the second National Achievement Awards Chairman following Doug Smith of the Northeast Region.**

## 1962 December

### Merry Christmas

With this issue we come to the end of Volume Eleven with a total of nine issues printed (June, July, and August were dropped). The tentative schedule for next year is eight issues. All advertising contracts are being extended, of course.

The typewriting machine suffered a serious breakdown just as we were typing up this issue. However, with time and the help of neighbor Dick Campbell of Harvey (a Fairchild Co. "teletype" installer), we managed to get moving again. Maybe Bernie "Santa Claus" Pollock will bring us a new machine for Christmas.

An apology to Walt Barry - we inadvertently left off his name in the list of directors when changing the format. Yes, Walt is still a MWR Director - and a very hard working member at that.

Last month we wished you a Happy New Year and this month we say Merry Christmas. The best to you all for the coming year.

Evanston, Illinois

Temple Nieter

#### PICTURES ON PAGE THREE

1. 4 wheel CSL street sweeper at Museum.
2. Mr. Temple Nieter, Engine Driver.
3. A few cars at the Museum.
4. Double heading up the grade.
5. Mr. Bruce Achor turning his  $1\frac{1}{2}$  inch scale 4-6-4. No. 904 at the end of the line.
6. Getting up steam on S & Q C #1 - 4-6-4.
7. Waiting at the station (note the signals).
8. A part of the happy crowd.
9.  $7\frac{1}{2}$  inch gauge line crossing the 14 inch gauge line.  $1\frac{1}{2}$  in. scale en. "Roundabout."
10. Four men on a hand car at Museum.
11. #4 taking on water and coal.
12. Engine #1 with the wooden equipment.
13. Two engineers talking over the day's run.
14. Engine #3 with the steel passenger cars.
15. Shaking the fire (note the big whistle).
16. Cab details of the #904.
17. Pulling away on initial run.

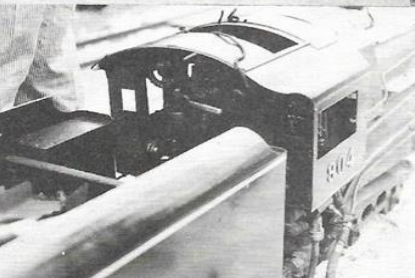
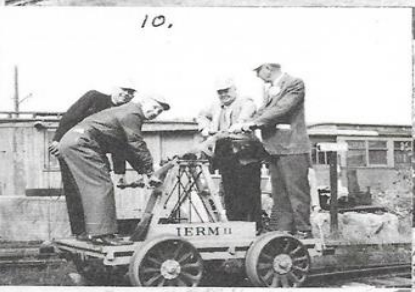
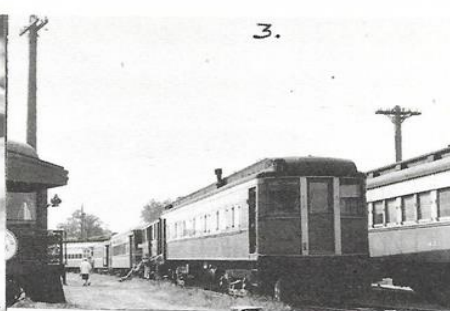
(Photo credits: Nos. 1,3,5,8,9,11,15,16,17 by G. Thiele, Jr. Nos. 4,10,13 by D. R. Davis Nos. 6,12,14 by J.S. Davis. No. 2 by T. Nieter.)

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**THE CAPTIONS ON THE RIGHT ARE FOR THE PICTURES ON THE FOLLOWING PAGE...**



## 1962 December





# 1963 January News Tidbits and Sustaining Membership

## BIG DOINGS AT RACINE

Can spring be so far away when news of the Spring Convention comes blowing in on a north wind from Racine? Contemplation of the planned activities at the three-day meet helps to keep our mind away from this January cold wave. May 24, 25, and 26 will soon be here.

The Racine County Model Railroaders, hosts for the 1963 Spring Meet, are planning a busy 3-day weekend convention for all model railroaders and their families. Yes, we said the family; Raillette activities are also in the plans.

The Spring Convention starts on Friday, May 24th at 4:00 PM sharp with registration for the early birds. Two tours of home layouts will be given to those registering in advance. These layouts will include a variety of steam, diesel, and electric power. The Racine Boys have promised us a "gimmick" after the tours; but they refuse to tell us what it is. (?????) This special event will be limited to registrants of the meet.

Friday evening will also have visits to the club, slides and movies, as well as "fellowship meetings."

Registration will start at 7:30 AM on Saturday morning and continue through out the day. The conducted home layout visits will leave at 8:15 and 8:45 AM. A planned Raillette activity and the first clinics will start at 9:00 AM. In addition, the host's club and the museum will be open.

And so it will go through out the day with a switching contest open at 3:30 PM and the Model Contest closing at 4:30.

The Banquet will be a buffet style dinner at the Hotel Racine at 6:30. Awards will be made after the meal is finished. At 8:30 the color sound movie "BIG BOY" will be shown. This movie is about the development of the Union Pacific's Big Boys and is well worth seeing. Don't miss it.

Sunday morning starts with a 9:00 AM Breakfast (included in registration) and awarding of door prizes. The annual MWR Business Meeting (usually rather short) will start at 10:30. By 12:00 Noon we will check out of the hotel and arrive at nearby Peppermint Farm.

At the Peppermint Farm development a special section will be reserved where we will have a private MWR picnic. Included in the registration fee will be a box lunch and two rides on a narrow gauge train pulled by a Baldwin 2-6-2 Prairie type steam locomotive. At 2:00 PM an auction will be conducted right on the grounds.

Registration fees for this big three day meet may seem to be somewhat higher this year until one considers that three meals and two train rides are included. The tentative prices are as follows: Head of family - \$9.95. Other Members - \$8.95 each with \$1 extra at door. For those people attending on Sunday only the prices are \$6.95 and \$5.95. Not so bad after all, considering the 1-day fall meet was \$7.

The Racine County Model Railroaders, host for the Spring Convention, have their club layout located in the Racine County Historical Museum, 701 Main Street, Racine, Wis. The museum has many interesting exhibits and in itself is worth visiting.

One of the Raillette activities is a visit to the S.C. Johnson plant. (You know - Johnson's Wax) their office building was designed by Frank Lloyd Wright. Porter's Furniture of Racine may give a "clinic" on interior decorating. The children will enjoy a visit to the Racine Zoo and Kiddies Park.

Spring Meet Headquarters will be at the Hotel Racine, Sixth & Main Streets, Racine, Wisconsin, (2 blocks from the Museum). Mr. Lawrence J. Wolfe, resident manager, bids you welcome for both Friday and Saturday nights or just Saturday night. There will be plenty of rooms available. Single prices start at \$6.00 and go to \$12.00; doubles from \$8.00 to \$12.00; and doubles with twin beds from \$11.00 to \$14.00. There is free overnight parking from 4 PM to 9 AM.

So this is the program; will we see you at Racine in '63? We hope so for this should be one of the MWR's outstanding Conventions. Sure, we say this about every meet - but have we ever been wrong?

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## NATIONAL MODEL RAILROAD WEEK

Don't forget National Model Railroad Week January 26 to February 3. Invite local model railroaders to visit your pike, especially new comers to the Hobby. Is your club having an open house? Then pitch in and help out. Don't just belong - participate.

A. Ballard Bradley, President of the Glenview Short Line, 3401 Chatham Street, Racine, Wisconsin, announces the following open house hours: Friday January 25 - 8 to 11 PM; Saturday, January 26 - 9:00 to 12 Noon and 2 to 5 PM Sunday, January 27 - 2 to 5 PM.

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## THE MANIFEST

Your Board of Directors has just (December 1st) become aware of a situation that has existed for quite some time. Partially, it was the old situation of "let George do it". We had been under the impression that each new member received a welcome letter from the region along with the information and data sent from the Office Manager, but now find that he does not receive a welcome letter. We should have realized that since there are now 16 regions and over 13,000 members, Bob Bast wouldn't have the space nor the time to handle this chore for each region.

The Board of Directors, therefore, extends its apologies to all the new members who have joined in the past few years and bid you a belated welcome. From now on our Secretary will be charged with the duty of seeing that a proper welcome is given to each new member.

The Board and our Editor, Don Davis, have been after me to reinstate the "Presidents Column" in the WAYBILL. Now that I've gotten started with the above, maybe I can continue, altho I'm sure that you'll agree with me that I'm not a writer. For the next few issues, until I retire as Prexy, I hope you'll find some interest in my description of the workings of the Board of Directors. It has been my impression that not too many of our members, new or old, have any idea of what goes on in the running of the Region. So here goes:

The MWR Board of Directors consists of eight members at present. Four are elected in the even-numbered years and three in the odd. The eighth is the chief executive officer of the "Land of Lincoln" Division centered in Springfield. The term of office for the elected directors is two years with only one re-election permitted. At the annual meeting each Spring, the Board, including both incoming and outgoing directors, elect a President and Vice President from the Board for a one year term. A treasurer and secretary are appointed by the President - they do not have to be members of the Board.

The BOD, plus an Advisory Council, meets once a month on a Sunday. These meetings are held at the home of one of the Board or Council members, and usually last from about 9:30 AM until about 4 or 5 in the afternoon with some time out for operation and/or inspection of the hosts layout or collection. With members scattered from Janesville and Milwaukee to Chicago and Valparaiso, you can see that we put in a full day.

(Cont. on page 3, column 3.)

## TWO MODEL CONTEST AWARDS ANNOUNCED

We are happy to announce that two special awards will be presented at the 1963 Spring Convention for special types model equipment. These special awards are in addition to the MWR Model Contest Awards.

The Illinois Railway Museum Award will be given for the best model of Illinois Railway Museum equipment as per mimeographed roster handed out at the Fall Meet or available upon request from the Museum (see also page 2). (Cont. on page 3, column 1.)

## MWR ADDS DEPTH TO MEMBERSHIP

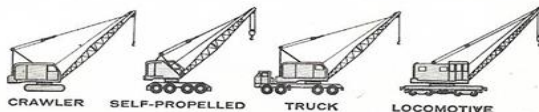
At a monthly BOD meeting just before the Fall Meet a financial crisis was discovered. The Directors and Advisers present at this meeting dug in their pockets for money to help. There was a mad scramble to be first on the list for Sustaining Membership.

The immediate crisis over, the BOD decided to establish a Sustaining Membership - monies of which will be earmarked to help build a bigger and better WAYBILL. Those MWR members who wish to assist the region by their contribution of \$5.00 or more shall be named as Sustaining Members. The Sustaining Memberships shall be published in the WAYBILL from time to time so that the general membership may know those who thus stepped forward in support of their region. Warren C. Cobb, 135 N. Wright Street, Naperville, Ill., is in charge of the Sustaining Membership.

The following persons are the new Sustaining Members of the Midwest Region, listed in order of their applications:

- |                      |                      |
|----------------------|----------------------|
| #1. Jack K. Taylor   | #7. Robert B. Browne |
| #2. Harry B. Harding | #8. Charles Love     |
| #3. A. B. Bradley    | #9. William Angus    |
| #4. Carl Dehnert     | #10. Dr. E. Heffner  |
| #5. George Thiele    | #11. Bernie Pollock  |
| #6. John Pautz       |                      |

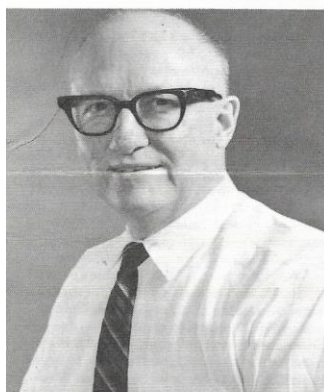
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1963 March

## BOD CANDIDATES FOR 1963



HERBERT H. KRIEN (top) HARRY B. HARDING (left) ROGER M. PERRY (right)

### BOD CANDIDATES FOR 1963

In this issue we present the three candidates for the 1963 election to your MWR Board of Directors. Even though you are not personally acquainted with each nominee, you are asked to study each biographical sketch and return your ballot to the Ballot Chairman as an expression of faith in your region. Ballots will be mailed with the next WAYBILL. Each of the nominees has been screened by the Nominating Committee and has agreed to give up some of his own model railroading time to serve the Midwest Region. A good way to meet the candidates is to attend our Region Meets.

**HARRY B. HARDING, M.D.**, 825 Harms Road, Glenview Illinois. Married, "Doc" Harding, 54, is a physician and specializes in microbiology. His degrees include a BS, MS, MB, and MD from the University of Arizona, the University of California, and Northwestern. Harry's home layout, still under construction, is 10'x20' and is patterned after the ATSF in the great Southwest. His rolling stock includes 25 steam locomotives, 5 diesels, 3 MU and over 200 cars, all in TT scale. (A net gain of 7 engines and 50 cars since 1961-Ed.)

A modeler for 17 years, Doc has been in the NMRA for 8 years. He is at present a Director and Vice President of the MWR. As Vice President, Doctor Harding is engaged in rewriting the region's model contest rules. He is also affiliated with the Glenview Rail Spikes Club.

Doc enjoys participation in the hobby after a busy professional day and enjoys his work on the BOD. He would like to see more manufacturers conform to standards, and, most naturally, would like to see more TT scale equipment on the market.

**HERBERT H. KRIEN**, 635 Forest View Avenue, Park Ridge, Illinois. Herb, 48, is married and has two children, a boy 13, and a girl 8 years old. His education includes 2 years at a technical college and he is employed as a draftsman. As a modeler Herb works in HO scale but is without a home layout at the present time. His rolling stock includes 4 steam locomotives, 6 other types, and 75 freight and passenger cars.

Herb is a 14 year man in the hobby with 12 of those years in the NMRA - Midwest Region. He is also an old hand brought back into the official fold. Herb served as MWR Secretary-Treasurer from October 1953 through September 1954 and then as Treasurer and Director from October 1954 through May of 1956. Herb's present job is that of Secretary of the Achievement Awards Committee.

Herb is a past member of the famed Garfield Park Model Railroad Club. He is a charter member of the Des Plaines Valley Model Railroaders, Inc. group and is serving as their current president. Herb worked as Show Co-ordinator for the Des Plaines club's successful 1963 "Rail-O-Rama."

Herb says "I enjoy all phases of the hobby but ... if pinned down, I would say I like scenery building the best ... however, I also greatly enjoy being active in Regional affairs and am happy to be back."

**ROGER M. PERRY**, 227 Grant Street, Park Forest, Illinois. Roger is 39, married, and has two daughters, ages 6 and 9. He is a passenger service supervisor for - ahem - an airline (Air France). He has had 2 years of college (electrical engineering). Roger maintains a 4'x8' home layout over which rolls 1 steam engine and 6 diesels. He has about 25 cars - all HO.

Roger started model railroading back in 1937 with O gauge, 7 mm scale British prototype. He changed to HO scale in 1946 and now follows basically US prototype. He has been in the NMRA for 14 years, 7 of them in the MWR.

Roger has been active in NMRA affairs since he joined the organization. His "work record" includes service as editor of the Pacific Northwest Region's SWITCH LIST from 1949 to 1955, President of the PNR during 1952 and 1953, and NMRA Central Regions Vice President from 1959 to 1961. During 1962 Roger was chairman of the Chicago Chapter of the Railway and Locomotive Historical Society.

Roger is most interested in seeing prototypical operation of home layouts but does admit to being interested in "armchair railroading!" He is also interested in photographing the prototype. As to anything he might like to see changed in the hobby, Roger says, "... very little actually, except perhaps a greater participation in the regional administration by the members."

## 1963 June - July MWR MINUTES / BILL WALTHERS MMR #6

### OFFICIAL MINUTES OF THE ANNUAL MID-WEST REGION BUSINESS MEETING

May 26, 1963 Racine, Wisconsin

1. Meeting opened at 10:08 AM by President ANGUS.
2. WM. K. WALTHERS reported on the tentative NMRA trip to Switzerland and the MOROP Convention.
3. Results on the MWR BOD election were given and the new BOD introduced.
4. A plea for all MWR members to vote in the National election was made. It was pointed out that one of the Central Vice-Presidential candidates, ROBERT B. BROWNE, JR., is a member of our Region.
5. A report from the auditing firm of CHAS. LOVE & CO. regarding the Region's financial condition was read.
6. NMRA President BRADLEY made a few remarks. 1969 is the 100th anniversary of the Golden Spike Ceremony. BRAD asked region members present if the NMRA should get INVOLVED in such a celebration. A rousing voice vote said YES.
7. VANE JONES made a brief report on the Indianapolis National Convention. The GENERAL will be there and all will get a ride.
8. ANGUS clarified the Merit and Honorable Mention Awards for Model Contest winners. (They are the same.) He reported that JIM PIEKARSKI won the O scale model by Johnson's Wax of their Venezuela plant. This large and beautiful model was on display in the Motel's lobby during the Convention.
9. Membership Promotion Chairman POLLOCK made a short report on his activities.
10. DALE JOHNSON reported briefly on plans for the Fall Meet which will be held in Des Plaines on Oct. 6, 1963.
11. HARRY JAMES reported on his project of a service squad. HARRY asked for ideas on how to make this service squad work. (Any thoughts or ideas? Drop HARRY a line at 17617 Washington Avenue, Homewood, Illinois.)
12. President ANGUS asked for 1964 Spring Meet bids. No answer. We then may have a joint NC-MWR meet in the Elkhart, Indiana area.

Meeting adjourned at 10:40 AM CDST.

### MASTER MODEL RAILROADER

I dubbed William K. Walthers, "Master Model Railroader", at the Racine, Wisconsin MWR Convention last week-end when I presented him with MWR Certificate #6. Bill was one of the founders of NMRA and has over the years, although he cannot be an official, rendered invaluable service to NMRA and model railroads. He has invented many of the things we use and made them available to us and if anybody is a MMR, he is. I share with you the letter below I received from him today.

Jack Kirby Taylor

Dear Jack:

I want to thank you for encouraging me to apply for Achievement Awards. My first reaction to this program was not too favorable but after carefully reading the rules its merits were apparent. Here certainly was a challenge to every model railroader to prove his capacities and abilities in his hobby.

These awards can be likened to the degree system used by the craft guilds to advance the workman from apprenticeship to master craftsman. In those days they had no pins or certificates but the apprentice, the fellow and the master could be recognized "by the way they wore their apron".

Model railroaders who enter their models in contests and fail to win are often frustrated and discouraged by disappointment. While not all can win a coveted contest award, certainly every model railroader can work for and get a Merit Award. Once he has "sunk his teeth" in this program he will not be content until he is acclaimed a Master Model Railroader.

When I received my Master Model Railroader certificate at the Racine Convention I was as thrilled and honored as if I had won the Nobel prize. As a manufacturer of model railroad merchandise I am disqualified under the constitution to serve in any elective office and this of course prevents me from obtaining certain forms of recognition. However, I can assure you that the MMR award is a worthy substitute and one I will always deeply appreciate.

I want to wish you success in promoting this program. I hope every NMRA member will accept the challenge and win whatever recognition his abilities entitle him to.  
Milwaukee, Wisc. William K. Walthers  
(Thank you Bill. We are proud of the way you wear your "apron". - Ed.)



**William Walthers is the SECOND MMR in the Midwest Region.**



10 Bill Walthers (left) being presented his Master Model Railroaders Award at NMRA Convention at Indianapolis, Ind.



**SPRING 1963  
MWR  
CONVENTION  
RACINE, WISCONSIN**

The collage consists of 20 black and white photographs arranged in a grid-like fashion. The top row shows a group of people in formal attire at a banquet, a man in a suit pointing at a display, and a group of men in suits standing together. The middle row features a man in a white shirt and glasses at a desk, a man in a white shirt and glasses at a desk, a man in a white shirt and glasses at a desk, and a man in a white shirt and glasses at a desk. The bottom row includes a man in a white shirt and glasses at a desk, a man in a white shirt and glasses at a desk, a man in a white shirt and glasses at a desk, and a man in a white shirt and glasses at a desk.

**1963 July: The Central Indiana Division was presented its Charter in Indianapolis at the Omni-Sevrin Hotel.**



**1963 September RAVENSCROFT GETS THEM ALL! A FIRST!**  
**He is the THIRD MMR for the MWR! NOTE: Ravenscroft is listed**  
**On-Line under "Pacific Southwest Region" as MMR. That was by**  
**his own request. I have no explanation other than that was by**  
**his own request.**



MWR CLAIMS A FIRST WITH  
ED RAVENSCROFT

The distinguished photo above belongs to Mr. Edward A. Ravenscroft of 544 Park Ave., Glencoe, Illinois who has recently received ALL Achievement Awards available! While I have yet to qualify for even one, this gentleman has, by much hard work, received every darned one. Congratulations, Ed from everyone in the Region - you have accomplished something that very few model railroaders will be able to say they have done. There are 11 Achievement Awards in all, and it is fitting to list them for the benefit of those who are not familiar with the program:

- 1 - Master Builder - Motive Power
- 2 - Master Builder - Cars
- 3 - Master Builder - Structures
- 4 - Master Builder - Scenery
- 5 - Model Railroad Engineer - Civil
- 6 - Model Railroad Engineer - Electrical
- 7 - Chief Dispatcher
- 8 - Association Official
- 9 - Association Volunteer
- 10 - Master Railroad Author
- 11 - Master Model Railroader

Ed states his start in the hobby began in about 1939. His first convention attended was in 1940 at Milwaukee went to the Peoria Convention and got involved in the HO Standards Committee and became chairman a couple years later. I asked him how long it took to win the awards. His reply:..."This cannot be effectively answered because a great deal of the work I did in building the railroad and managing the NMRA many years ago was directly applicable to the current award system. I did, of course, have to do several special things to meet certain requirements but that was a lot of fun and got me back in to scratch building which I had not done for many years."

(cont'd on p.3, col. 2)

#### RAVENSCROFT (cont'd)

Ed is a talented individual, indeed! He received his B.S. in chemical engineering from the University of Michigan in 1928 and his M. S. E. in 1929. He came to Abbott Laboratories (North Chicago) in 1929 as an Engineer. He was promoted to Manager of the Engineering Department in 1932 and to Chief Engineer in 1935. He became Director of Engineering in 1944 and in 1947 he became a member of the company's Executive Committee, and in 1951 he was elected Vice President in Charge of Engineering. He became VP and Comptroller in 1955, Financial VP in 1957 and Executive Vice President in 1958. He also has been supervisor of the costs and cost analysis program since 1933 and has served as manager of Abbott Laboratories International Operations. Ed is a member of the National Association of Cost Accountants, American Institute of Chemical Engineers, Theta Xi, Phi Kappa Phi and Sigma Xi. (Oh, yes - NMRA too!) He has been granted numerous U.S. patents and has published several articles in technical journals. His most recent publication appeared in the "Harvard Business Review." He was President of NMRA from 1944 to 1946. Ed is married to Nona Burel and have two sons, Ed Jr., and Robert.

Ed is President of The Glencoe Skokie Valley Railroad, which is under Autostat Control. Construction was started in late 1947. Mainline trackage is on a 24" wide shelf running around the room and carried on plywood brackets fastened to the wall. Glencoe yards are on a large triangular table. Framework is of the open type and made of prepainted wood glued and screwed together. Screen wire and colored plaster form the base for scenery. Atlas track and cork ballast cemented to oilcloth over a cork strip glued to 1/2" Celotex on 3/4" wood base combine to form a unique silent roadbed construction. Maximum mainline grade is 1/3%. Much of the scenic effect comes from the continuous linoleum backdrop painted in considerable detail from appropriate photographs. Minimum radius is 24". All curves have easements super elevation. For more complete details, see series of articles in Model Railroader starting January 1949.

MWR WAYBILL  
VOL 12 #6  
SEPT 1963

**1963 October – November**

**Dr. Edward A. Heffner announced as the 4th MMR in the MWR.**

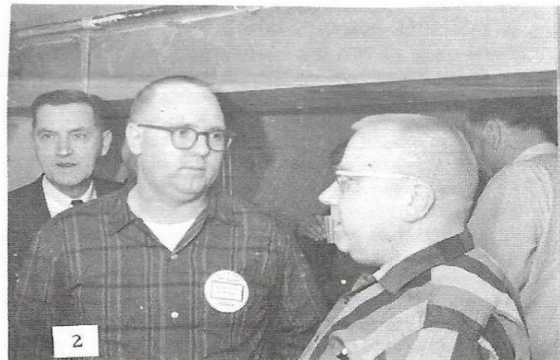
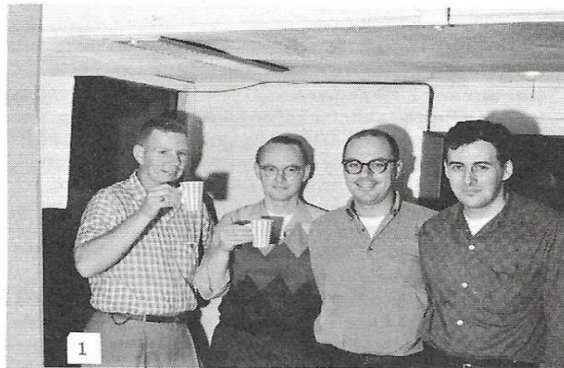
**1963 December**

**The Calumet Division was formed.**

**1964 January**

**Initial Meeting photos Calumet Division!**

## *division news*



The photos above (courtesy of Wally Lloyd of Park Forest) are scenes from the initial meeting of the Calumet Division, MWR, at which time the division was officially underway.

#1 - Division Officials (left to right): Don Davis, Blue Island, Ill, Asst. Superintendent; Wally Lloyd, Park Forest, Ill., Chief Clerk; Charles Long, Calumet City, Ill., Superintendent; and Fred Sweezy, Hammond(?), Ind., Pay Clerk.

#2 - Glenn N. Pizer (left) seems to be saying to Ken Mortimer "I said movies of railroads - not trolleys!!"



*division news*

Calumet Division - On January 12, 1964, a little after 2 PM Chuck Long, the Division Superintendent, convened the first meeting of the Calumet Division, MWR, NMRA. (By first meeting - we mean the first meeting of PLANNED MODEL RAILROAD ACTIVITIES.) Glenn N. Pizer, Regional Editor, was kind enough to let us use his home for the Meet, and in spite of the blizzard 18 showed up. The regular meeting began after a short business meeting of the Division's Board of Directors, and the program proceeded as follows: The main event, a demonstration of scale model railroad operation on Glenn's pike, planned as an introduction to prototype operation on a model railroad and included a simple card order system, main line, way-freight and yard switching operations. In line with the introduction of the division to its members, the purpose of this operating demonstration was to introduce prototype handling of train movements. After a few typical movements including yard switching, train make-up, and pick-up and set-out at various industrial sidings (all done with individual card orders) cabs were turned over to the guests who tried their hand. The meet was concluded with a bull session over hot coffee and donuts, and the group departed around 5PM into the midst of a raging snow-storm. It was a typical meeting regards to the schedule and length, and in view of the weather the turnout was better than anticipated.

The next division meet will be held March 1st and we will present some material in connection with the forthcoming MWR Spring Convention at Elkhart, Indiana, this May. As our main event we will present a clinic on the model contest. This clinic will cover contest rules, judging, point system, proper filling out of entry forms, etc. We will also have on hand displays by several division members who are giving clinics at the Spring Convention so that you may have a preview of what to expect. We encourage you to bring equipment for display. Division members will receive further information thru the mail, but ALL regional members will be welcomed; success of the division as well as the NMRA depends on participation of all.

(Your editor would like to publicly express his thanks to Wally Lloyd, Division Chief Clerk, who assisted me in working out the many bugs of the card order system, and electrical demons so common to us all. As proof of his sin-

(Continued in next column)

## Coming attractions:

Information on the short-line railroads in our area - by Don Davis.

A new column entitled "Club Car" - but I do need the help of you clubs out there. So send in your news BEFORE the deadline date.

A beautifully done drawing by Connie Morrell of the Nickel Plate RR Combination Depot at Perdueville, Ill.

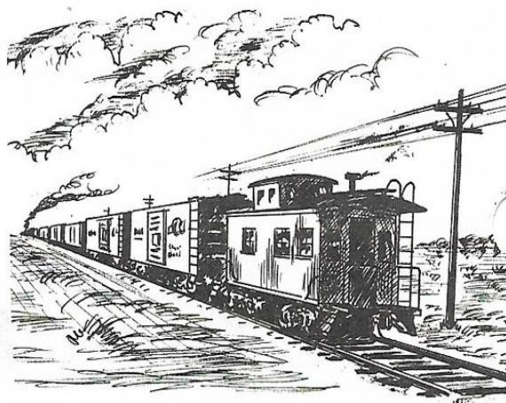
### DIVISION NEWS (Cont'd)

cere interest in model railroading he stayed up with me working out these problems until 3:30 AM the morning before the divisional meet - so if we looked a wee-bit tired - now you know why! Thanks Wally! Ed.)

For full information on the place where the next meeting of the Calumet Division will be held (March 1, 1964) drop me a line or get in touch with me, and I'll give you all the details.

Chuck Long  
Division Superinten-  
dent

1228 Mackinaw  
Calumet City, Ill.





## 1964 Feb – Mar MWR Candidates **William R. Herbig**

**WILLIAM R. HERBIG.** Bill should be a welcome addition to the Region Directors - representing our fellow model railroaders from Central Indiana - he is 38 years old, married and has three future model railroaders (boys, natch!). He attended Anderson (Indiana) High School until joining the US Navy after the outbreak of WWII. He served as an aviation machinists mate and a combat aircrewman. Bill later accepted a chance to go into flight training and became a pilot of a TBM torpedo bomber. Upon returning to civilian life in 1946 he accepted his first job as a fireman on the Michigan Division of the New York Central. He was assigned to a H-10 and thought the best day in the world was when he got his first H-10B with a Hanna Stoker.

Bill left the "B" Line to go to college and attended Purdue and Anderson College and his major was business administration and public relations. After graduation Bill accepted a job with Delco-Remy Div. of GMC as a foreman on a production line, where he is still employed.

Bill is top hat on the Slushpump & Slackhammer RR - a HO pike still in the unfinished state with about 500' of track.

Bill has and is quite active in civic affairs. He has been the Commander of his American Legion and President of the local Junior Chamber of Commerce - not to mention serving as Madison Cty. Chairman for the March of Dimes and raising over \$60,000 for them. He has been active in PTA, BSA, his Little League and 40/8; and in his spare time he also served on the National Board of Directors for the JAYCEES, and was a top contender for the State President's job in that organization. Bill is Chief Clerk for the Central Indiana Division, MWR, and is also Vice-President of the Madison County Model RR Club. (No wonder his pike is still in the unfinished state!)

Those of you who attended the NMRA Convention should remember Bill Herbig as the fellow with so many hats. He was Chairman of the Model Contest Comm. (some say the best in our history), Chairman (and originator) of the Photo Contest, as well as developer and auctioneer of the first national rolling stock auction.

Bill is a new member to NMRA having served only two years, but he brings with him a lot of administrative experience and a strong enthusiasm to get the job done. It was typical of Bill that his first act after joining NMRA was to write to past-President Brad and offer his service!



**JACK KIRBY TAYLOR, MMR.** Most of you who have been active in the Region are familiar with Jack and his qualifications for region director. His services to the NMRA and the MWR would fill these pages.

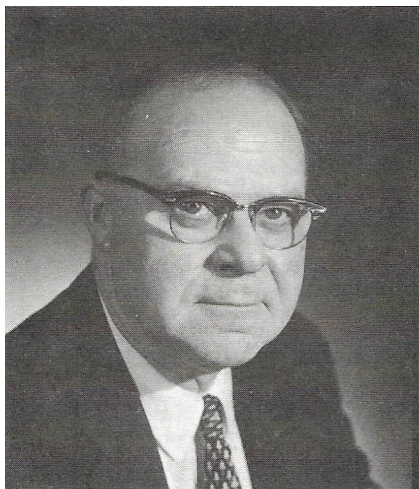
Jack lives in Clarendon Hills, Ill., is 57 years old and has a son and daughter (27 and 25 years old, respectively). Jack is blessed with a very charming and understanding wife. Knowing of Jack's activities and interest she has to be!

Jack Taylor, MMR, studied Business Administration at Ohio State University, and is now Vice-President and Treasurer of Moore Services, Inc. a public relations and fund raising counselling firm in Chicago's Loop.

Jack has a 15x22 ft. pike, and the name of his railroad is Pennsylvhio. (See photograph on page 8.) Pennsylvhio RR boasts seven steam locomotives, and three others maneuver 100 cars about the pike. He is generous in displaying his pike but does appreciate a telephone call before the visit.

Twenty-five years in the hobby, of which 17 are in NMRA, and 4 in the Midwest Region makes an impressive record when added to attendance at 8 Regional Meets, 15 articles published, 5 National and 21 Regional Model Contest Awards, MWR Achievement Chairman 1962-63, National Achievement Chairman 1963-Present, MWR Director 1962 to Present and HO Standards Committee in 1956 thru 1959.

You can see where it is no wonder that Jack has earned the title Master Model Railroader (No. 3) and the 1963 NMRA President's Award.



**Jack Kirby Taylor**



## 1964 Feb – Mar MWR Candidates



IRA FALK. Ira is 42 years old and lives on the North side of Chicago. (He is the first Chicago resident to run for the Board in quite a number of years.) He has three daughters. As a boy of 11, Ira became interested in photography as a hobby (he says it was taught to him by an Indian from India) - he learned so well that at 16 he had won prizes in all the salons open to him. Ira later turned professional photographer and served during the War as a photographer. After the War he took up violin playing as a hobby, but in 1956 he suffered a serum sickness similar to polio which left him paralyzed in his left hand. Over a period of years he attained a miraculous 95% recovery during which time he discovered model railroading.

Ira has six years in the hobby, of which four are as a member of NMRA and MWR. He is a member of the Garfield-Clarendon Model Railroad Club. His interest is in HO gauge and has four locomotives and 32 cars. He finds scratch-building cars and structures the most interesting part of the hobby.

Ira is a professional photographer whose business is now commercial artists, display makers and printers.



WILLARD A. GARDNER. Prefers to be called "Bill." He is 47 years old, married and resides in LaGrange, Ill. Bill is Assistant General Service Manager at the Electro-Motive Division of General Motors Corp. (Imagine making the big ones during the day, and then coming home to the miniature ones at night. What a change! Ed.)

GARDNER (cont'd)

Bill is in HO and HO Trolley. He belongs to the Electric Motive Club and is a past president of that club. His home pike measures 11x14 feet, and it boasts 9 steam locomotives.. 8 diesels, 2 electrics and 6 trolleys, plus 100 cars.

Bill has been in the hobby for 33 years, and 12 of that in NMRA and MWR. He has held the position as Chairman of HO Standards Committee and also as Acting Chairman of the HO Traction Committee.

A first place award and one honorable mention in the locomotive class of MWR Model Contests are among Bill's achievements. The most interesting phast of the hobby he says is scratchbuilding cars and locomotives.

Questioning Bill as to changes he would like to see in the Hobby resulted in the following reply: "I would like to see the NMRA develop a more effective way to meet its objectives." Well, Bill, you'll have plenty of time to think of that as you serve the region.

**1964 April – May**

## **Jack Kirby Taylor for Central Area Vice-President!**

MIDWEST REGION'S FAVORITE  
SON CANDIDATE

By: Bernard J. Pollock

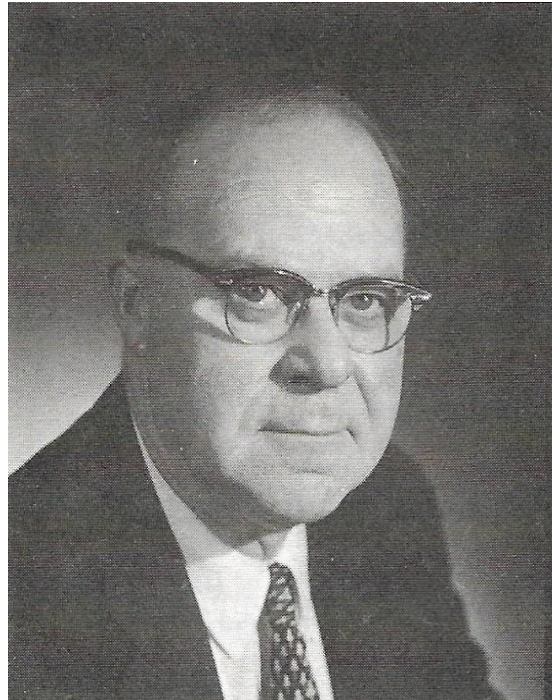
The Midwest Region, through the years, has set standards of the highest levels in the service the officers and committee members are expected to provide. Eight hour board meetings every month, two fine conventions each year, constantly improving "Waybills", and so on. Just good enough, or "nice tries" are not good enough for MWR and never have been.

In recent years, as a result of this policy, we in MWR have not only been able to continue to provide the usual high level of membership services, but also the NMRA has benefited from the "loan" of such MWR experts as Bradley and Ken Mortimer.

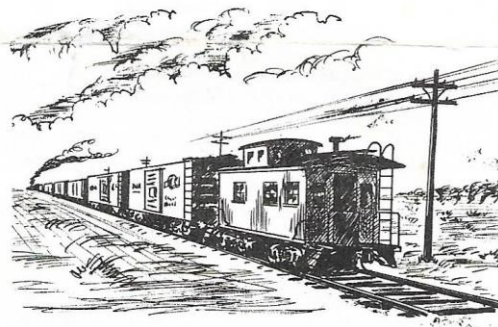
The time has come for MWR to "donate" the services of the hardest hitting, hardest working man to come up in a long, long time. No one who has watched him take on an underdog, disliked, misunderstood program and make it into the most successful NMRA program in years, can doubt

his outstanding abilities and determination.

Naturally, the man under discussion is Jack Kirby Taylor, MMR, Achievement Chairman, MWR Director, and the Region's favorite candidate for Central Area Vice-President of NMRA. Let's all get behind him by voting for him on the National ballot now on the way. Vote for all the officers up for election, but be sure to vote for Jack K. Taylor, MMR. Not only will this guarantee the kind of highly competent personnel that NMRA needs on its BOT, but it is a fitting honor in return for his long service to all of NMRA.

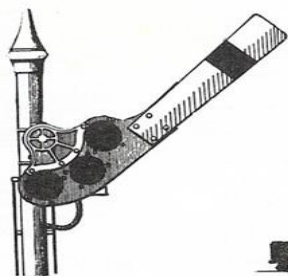


**1964 April – May**

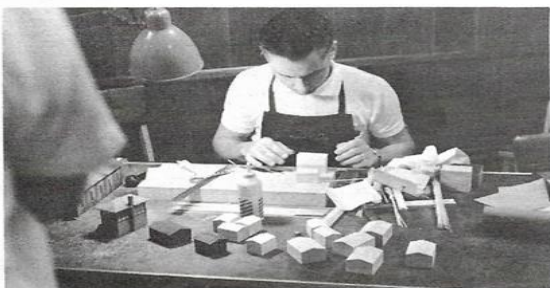




# 1964 June - July      Photos from the MWR Spring Convention



## MIDWEST REGION Convention



MORE PHOTOS NEXT ISSUE - RAN  
OUT OF ROOM IN THIS ONE. LOOK  
FOR THEM NEXT TIME.



**1964 June – July**

**Dr. Heffner becomes NMRA master Model Railroader #12. He is the FOURTH MMR in the Midwest Region.**



MIDWEST REGION DOES IT AGAIN-  
YEP, ANOTHER MASTER MODEL  
RAILROADER - #12 !!!

Edward A. Heffner, M.D., of Milwaukee, Wisconsin, one of the hardest working men in the Midwest Region, was awarded the coveted title of "Master Model Railroader" (MMR) - Number 12 for NMRA and Number 4 for MWR. Since succeeding Jack Kirby Taylor, MMR, as MWR Achievement Chairman, in August 1962 (Jack stepped up to the national position as NMRA Achievement Program Chairman) Edward Heffner, MMR, has spent many long and arduous hours in the further development and improvement of the Achievement Program, and he, along with Jack Taylor, MMR, can be attributed to aiding in making it the most successful such program in NMRA's history. This wasn't easy - and the opposition ran heavy, but Ed. had the tact to win over many of the opponents to the program and he did this by taking time to explain in detail, either through the "Waybill", or letter and even by personal contact, exactly what the program was. His own enthusiasm and recommendations for improvement in this program have lead to an improved overall Achievement Program.

We are proud of you, Mr. Heffner!!

**1964 September**

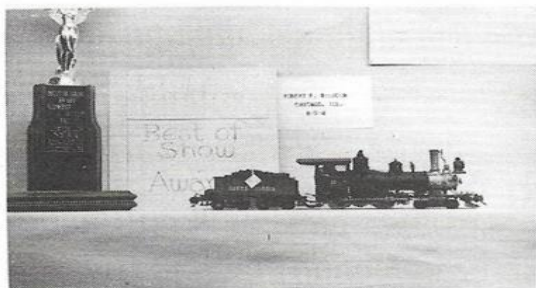
**Jack Kirby Taylor resigned as MWR President due to being elected as national Central Area Vice-President. Roger M. Perry becomes MWR President and William Herbig (Anderson, Indiana) was elected as MWR Vice-President.**

**We in the MWR wish Jack success in his new post.**



## 1964 October – November

A PICTORIAL VIEW OF EVENTS AND PEOPLE AT THE  
MIDWEST REGION'S FALL MEET AT  
ROCKFORD, ILL., OCT 11, '64



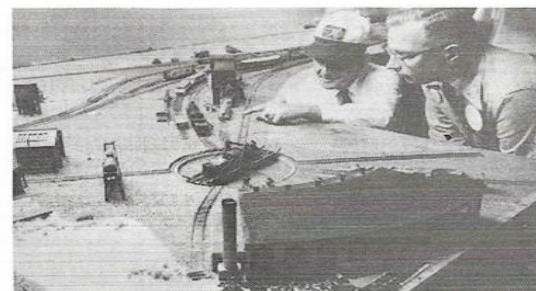
"Best in Show" Award - A 4-4-0 built by Robert F. Wilhelm, Chicago, Ill.



A 2-8-0 winds its way across the shaky wooden trestle on the Big Bend RR of Bob Montgomery of Rockford, Ill.



Early morning roster of the "brass" owned by John Swenson, Rockford. If you look close, you will see over 22 O-Gauge beauties of the rails!!



Al Frese (left) pointing out some detailed work to MWR President, Roger Perry.

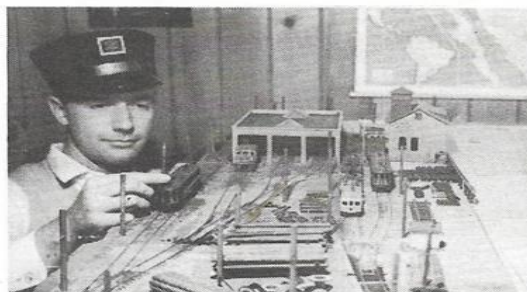
*It's fun!*



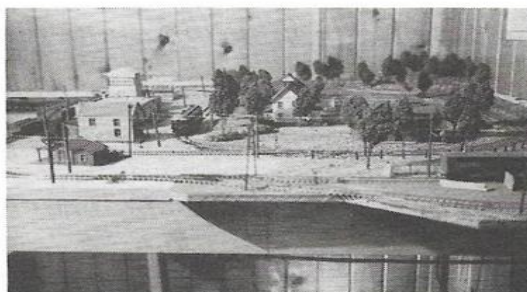
Past MWR President, Bill Angus, receiving the NMRA "Honor Region Award" from Jack K. Taylor, MMR, Vice-President Central Regions.



Stan Guyer (left), Fall Meet Chairman, receiving "Headache Award" from WAYBILL Editor.



Gordon Geddes "Northern Illinois & Western Traction Co. main barn. (Gordon is on the left.)



Another view on the Northern Illinois & Western Traction Co. Looks like the local is just rounding the turn into town.

(All photographs this issue courtesy of Wally E. Lloyd and Glenn N. Pizer unless otherwise credited.)

## THE MANIFEST

### WHY DIVISIONS?.....

Surely a good question at this time as yet another new division is announced within our Midwest Region. Welcome to the Winnebagoland Division!

For many years the National Model Railroad Association was just that.... a national organization, but within a few years regions were being formed to bring activity and opportunity for participation closer to individual members. Yet, regional geography made such participation difficult for many, and even today, regional meets and conventions rarely attract 50% of their membership. The next step of forming divisions within regions was natural to further provide a chance for NMRA members to get more from their membership than the regular national and regional mailings, especially in those areas removed from major city complexes. Some regions have set their divisional boundaries in their constitutions, but your Midwest Region has preferred to allow divisions to develop themselves as the interest has been generated in an area, with a minimum of ten members being required to petition your Board of Directors for a division charter. We now have five established and two pending divisions, and look forward to more in the future. This interest in divisions is most encouraging, for this will do more to expand activity amongst NMRA members in our region, and add to the membership of our association through the incentive of hobby activity close to home.... and all this is good, for it does make membership in the NMRA more meaningful by being able to join with other model railroaders on a local level for just downright enjoyable railroading.

Your Midwest Region Board of Directors are ready to advise and assist in any way those members who would like to develop a division within our region, so please let us hear from you.





# 1964 December Newly Installed MWR VP William Herbig Speaks

## THE VICE-PRESIDENT SPEAKS...

William R. Herbig  
Vice-President, M.W.R.

WHO THE HECK IS HERBIG? I am sure that with Issue No. 6 of the "WAYBILL" this cry went up from many a member throughout the Midwest Region. Fellows, all I can say is that my election is a classic example of the "You should attend to defend yourself: story. I missed my first Board Meeting of the year to take a vacation and got elected Vice-President.

In all sincerity, I wish to thank all of the members of the Region who, through your directors, elected me to this office. I only hope that I may live up to your expectations in my service to the cause of model railroading.

I have been associated with a number of other organizations in the past and I find the Midwest Region no exception to the old saying "If you work and get the job done you are part of a click - if you set on your backside and do nothing you are a deadbeat." I assure you that I do not intend to be a deadbeat, but by the same token I think my election should prove to all members of the Region that this is no click. I live in Anderson, Indiana, in the Central Indiana Division over 100 miles from the heart of our Region and the Chicago area, yet I was elected to the Board and the Board elected me to the office of Vice-President. Two years ago I had never heard of the Midwest Region and even today I must glance at my address list to call half of the members by their first name.

My point is simple! The Midwest Region is no closed corporation of a few NMRA members. By its very makeup, including all NMRA members, it is an organization by and for all model railroaders anywhere, anytime. I have been completely flabbergasted at the dedication that men like Taylor, Perry, Angus, Barry, Harding, Falk, Gardner, Krien (why did I ever start naming names, I am sure to slight someone) give to our organization. And even more than time, these men put a lot of their own money into this organization, without any rebate and darn little recognition. When I joined the NMRA and found out that the Midwest Region was dues free (others charge up to \$3) I couldn't see how they did it. Now I know. If each member of the Board was reimbursed for what he spends the whole budget for the year wouldn't last three months. Remember this is money that these men are taking away from their own pike, and contrary to what I have heard from some members, they can ill afford it - just like you and I.

I am proud to be associated with this group and promise each of you that I shall offer what little I can to make this region and all of model railroading bigger and better for us all.

If I sound a bit like a preacher it is because I have a cause. Model railroading is the ideal hobby. What do you like to do? You can find it in model railroading. Yet model railroaders as a whole are not supporting their hobby. Many do not belong to the NMRA and even those who do belong are not taking an active part in supporting and promoting the greatest hobby

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in the world. I know of at least two dozen organizations with only about half the membership that we have who have five times the national understanding. Even bird watchers have more respect in the eyes of the general public than grown men who play with toy trains. I have attended regional meetings of the society for the prevention of cruelty to the African Fugie Bug that drew a higher percentage of attendance than our regional meetings. I have constantly asked myself since joining the NMRA, "Why is this true?" I have come to some conclusions...

Most model railroaders are rugged individuals who are dedicated to only one thing - their own pike. They are the "rather fight than switch" type who don't care what the neighborhood thinks when they jam all the televisions. They are not by nature that gregarious type of organization man who enjoys being part of a crowd. In fact, the NMRA may be the end of the great American ingenuity. In a society that is fast becoming stereotype automats this is a great blessing, but a blessing that is worth standing up for. I am willing to take the time and money away from the Slackhammer and Slushpump to

serve on the regional board because I believe in model railroading and want to assure that road racing and model airplanes will not take over all the companies, as it has some of the best ones. I know through experience that there is only safety in number. A lone voice in the night is never heard. Why else does every organization from souptons to nuts have a lobbyist in Washington and a national organization?

Our regional organization is more than a cause. It is also fun. Every man who was at Rockford can vow to that, I am sure. But, how many of you were at Rockford. How many selected to stay home and work on your pike? I will swear that anyone who went on a home layout tour that Stan and the fellows in Rockford arranged and didn't gain something that he could use on his own layout is no model railroader, MMR's included. Any members that went to Rockford and didn't come away with one new friend must have stayed in his car all day. Any member who didn't feel that he got double his money worth of fun and knowledge send me his name with the straps from his strait jacket and I will refund his money. Then how come they had room for us all?

Now you should know who Herbig is! Not the biographical sketch of when and why, but how and who. I have rambled a bit about how I feel about the region to get acquainted with you. I hope that each of you will drop me a line and ramble on a bit about how you feel and how we can work together to make the Midwest Region and the NMRA better for us all.

## National Model Railroad Week Jan. 16-24

By: Jack Ferris, Chairman  
Downers Grove, Ill.

For the past two months we've pushed doing SOMETHING during the WEEK -- openhouse, display or whatever. Now with the WEEK upon us, we'll recap some of the things we have said and add an additional thought or two.

**The Crowd** - How many times during the WEEK do you want to present a show? Or, to put it another way, how many times will the wife allow it? This should be decided before you make up your publicity releases. (As to the releases, accuracy as to time, place, etc. is important. And, don't forget the invitation for a reporter to visit the layout.)

You should provide space for visitors to wait in case the crowd is too large to be accommodated in the layout area. This is also a fine opportunity to display models and NMRA materials. Try to arrange for a smooth flow of visitors through the layout area. And while you're at it, block off the rest of the house -- unless, of course, you want people wandering through the home.

**The Show** - Frank Ellison still has the last word on staging a show. If you haven't read his recent articles in Model Railroader do so now. One thing you can add that will be most effective is narration. If you have a friend that can do this, fine. If not, why not try a tape recorder? The friend is the best bet because he can also answer questions as well as explain the operation. Remember, you'll be operating and won't have time to talk.

Another necessity for successful operation is maintenance. Try out your operating scheme and work out all the bugs before the WEEK rolls around.

**The Sell** - One of the reasons for the WEEK is, of course, to promote membership in the NMRA. This can be done by explaining what the NMRA has done and is doing now to promote model railroading, as well as displaying the gauge, Standards, publications, etc.

Before you can have NMRA members, however, you must have model railroaders. Many visitors will be viewing a scale model railroad for the first time, so the WEEK is an excellent opportunity to promote the hobby. Be patient, with the non-rails and their sometimes silly questions and maybe you'll help someone else find the satisfaction and enjoyment you have discovered.

We hope your endeavors will be successful and that we have helped in some way. Let your chairman know how it turned out and which ideas of yours worked.

(Jack's address is: 2108 Warren Ave., Downers  
Grove, Ill. 60515.)

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