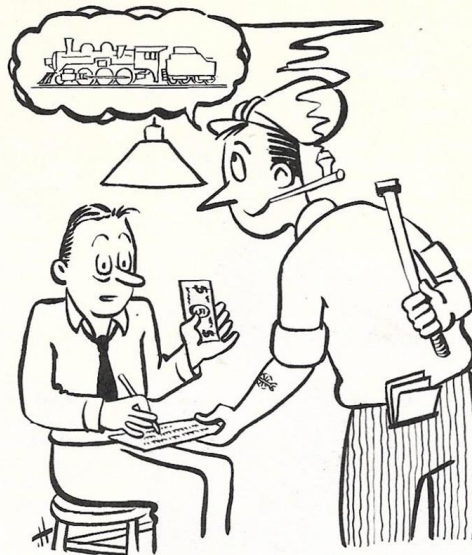


**MIDWEST MIKE Sez :**



"Better get at signing up those NEW MEMBER PROSPECTS right away.... because it's going to take more than just 2 or 3 to get that new engine you've been dreaming about.

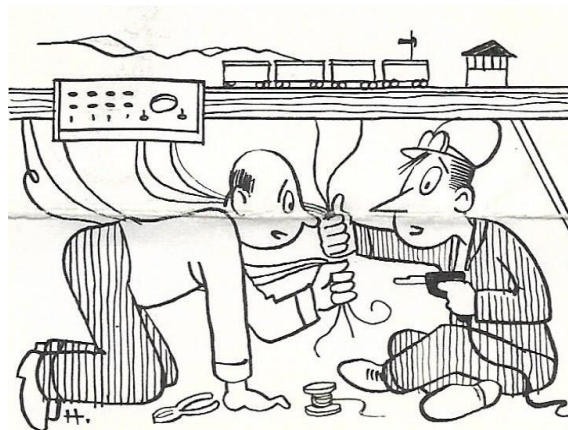
"Besides, those trading cards of Huebenthal's are marked 'Good only until May 1st.' (mwm.)

----- oOOOo -----  
NMRA MEMBERSHIP DRIVE DRAWS TO A  
CLOSE - ENDING 2/28/65

How many new members for NMRA did you get? None! Well, you'd better get going - there are only a very few weeks left. Bernard J. Pollock, NMRA Membership Chairman informs the "WAYBILL" that MWR leads all other regions in the drive.

As Midwest Mike points out those new members are worth 75¢ to you towards the purchase of just about any item you can pick up in a hobby shop. Now is the time to put a concentrated effort in getting new NMRA members - time is getting short, but not too short to get at least one or more new members.

Remember, the membership drive ends February 28th. Go get 'em!!



"You mean YOU are color blind, too?"

**1965 March**

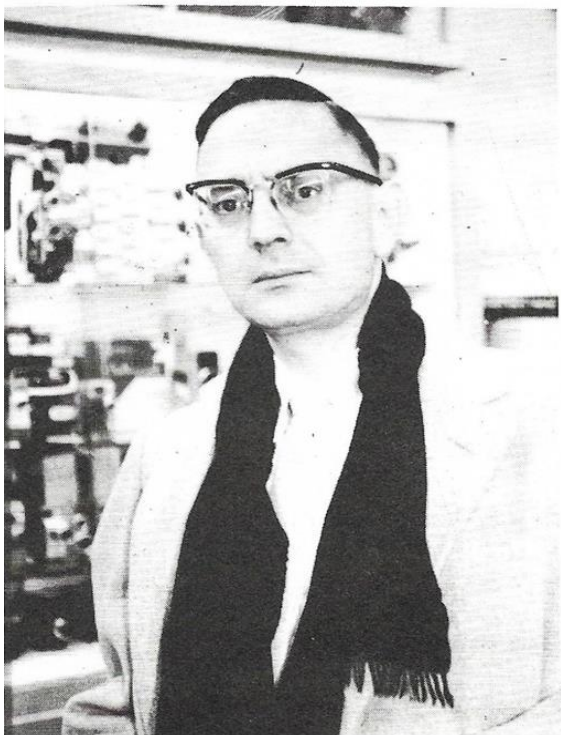
**MWR BOARD CANDIDATES**



JOHN A. "JACK" FERRIS



HERBERT H. KRIEN



BERNARD J. POLLOCK



RICHARD A. SAMPSON



# 1965 March MWR BOARD CANDIDATES BIOS

## MWR BOARD OF DIRECTORS NOMINEES.....

Okay - you say you don't want any "Russian Ballots" - here are four nominees (we only need three) - make up your minds between this issue and the next (the ballot will come with the next one). The choice is up to you, now. Let's see a record ballot turn-out for this next Board of Director's Election. Here they are:

**John A. "Jack" Ferris**, Downers Grove., Ill. Jack is 27, married, and has two daughters - ages 2 and 3. He is an accountant with a BA in accounting. He is now in the process of switching from HO to On3; consequently has little equipment in either scale. He is a charter member of the new "Highballers" club.

Jack has been in the hobby for 15 years, but is a relative newcomer to NMRA, having joined just three years ago as a result of Jack Taylor's "soft" sell. He is presently chairman of MWR Publicity Committee and also handled the Region's activities for Model Railroad Week. The recent Chicago Tribune article on the Week was mainly his work.

Jack is most interested in creating a specific prototype scene in miniature. He would like to see the hobby's "public image" improved. "We are too often accused of 'playing with trains' when in fact we're practising at least two almost 'lost arts' - individualism and creativity. I wouldn't want model railroading to be completely acceptable, however. Were this the case, we would have blown our individualism."

**Herbert H. Krien**, Park Ridge, Ill. Herb is currently serving as a Director of the Region.

An "old timer" with the Region, he has been in the hobby for 16 years - 15 of them in MWR and has been a regular at our conventions.

Herb, 50, is married to another of the understanding gals who join their husbands in enjoying the fun at our conventions and other get-togethers. His 15 year old son is also an active model railroader. A 10 year old daughter rounds out the family. A past member of the Garfield Park and Des Plaines Valley Clubs, Herb is currently unaffiliated - maybe a home layout at last, Herb? He models in HO and now includes: 5 steamers, 4 others and 150 cars in his collection of rolling stock.

Herb has served the Region as Secretary-Treasurer in 1953-54, Treasurer and Director in 1955-56 and was the first secretary of the MWR Achievement Program. His job as engineering draftsman for a large Chicago firm required spending considerable time in New York this past year and this caused him to miss a lot of our activities. This emergency now over, Herb has agreed to serve again as Region Secretary.

Herb likes scenery construction the most, but also enjoys active participating in NMRA and MWR activities.

**Bernard J. Pollock**, Chicago, Ill. Bernie has been a member of the NMRA since 1950 and has been active in MWR since 1955. He has been Editor of the WAYBILL, advisor to the MWR Board of Directors, MWR Membership Promotion Chairman and is currently the National Membership Promotion Chairman.

Bernie models in HO, with a "prohibition" on diesels and plastics. Currently the roster includes 7 steamers, 1 diesel, and 50 to 100 cars. He is engaged in tearing down unfinished layout number 5 so as to be able to build the biggest and best BEM (A Monster of a Short Line). He holds two Achievement Certificates and has taken prizes in structure kit building contests.

Now 41, he is married to a most understanding wife (Elinore) who is the MWR Raillette Chairlady. They have two children - a boy and a girl, who frequently join them at conventions. Bernie is, by profession, a writer, managing

(continued next column)

editor and administrator. His degree is in Business Administration.

A chronic attendee of MWR Conventions, and frequently the auctioneer at them, Bernie stresses that his major purpose is to have everyone realize that model railroading is more fun when you do it the NMRA way. His long-range goals include a total NMRA membership of 25,000, the ending of all regional dues, the improvement of all NMRA services, and the hope that some day he will actually complete a layout.

Asked what phase of the hobby most interests him, Bernie stated "...all, but structure construction is first by a hair and baiting Jack Taylor is second." As to what he would most like to see changed in the hobby - "...the indifferent attitude of the general membership to NMRA and MWR services and activities."

**Richard A. Sampson**, Racine, Wisconsin. Dick, 35, is also married, with a fair-sized family of four children - two boys and two girls. He is the Director of the Racine County Historical Museum and has a Master's Degree from the University of Detroit. He was one of those responsible for that excellent Spring Convention at Racine in 1963 and ably assisted Dr. Harding as a judge in the model contest.

Dick models in HO and quite naturally is a member of the Racine County Model RR Club - which has its layout in the Museum. No home layout as yet, but the roster is a respectable 9 steamers, 2 other locos and about 80 cars. A member of NMRA for 7 years, Dick is most interested in scratch-building structures and rolling stock and has taken a first and Best-of-Show with one of his structures.

Dick would like to see a change in our model contests: "There should be two divisions - novice and advanced or master-builder." His comment on the hobby is interesting: "Model railroading is indirectly responsible for my being in this museum business. It is a hobby I enjoy and hope I can pass onto my two boys. Its disciplines and skills teach patience and respect for good workmanship."

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Authorized Repairs, Service and Parts  
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**SIMONSEN MODEL SUPPLIES**  
MAIL ORDERS ACCEPTED  
Trains---Planes---Boats  
3054 N. Greenview Ave. 327-1565



MIDWEST MIKE SEZ:

If you've been putting off doing a lot of much needed maintenance on your pike - the quickest way to get started at it is to invite a few neighborhood kids in to just "LOOK" at your railroad!

## 1965 April - May **MWR BECOMES STREAMLINED!**

### MIDWEST REGION BECOMES STREAMLINED! "Constitution Revised for Improved Operation On the Policy Pike"

In order to streamline the administration of the MWR, your Board of Directors has been engaged in a careful and lengthy re-evaluation of the Region's operations.

The present BOD consists of seven Directors at Large, (elected by the ENTIRE membership of the Region); five Divisional Superintendents, (one elected from each of the five Divisions and who automatically serves as a director of the Region); a Secretary; a Treasurer, and nine Committee Chairmen.

These 23 men are required to attend each monthly BOD Meeting. Some must travel considerable distances (Indianapolis - Neenah, Wis.) each month, at their own expense, even in bad weather, to reach the meeting. These sessions often last from 6 to 8 hours. Such an operation is rapidly becoming unwieldy.

The proposed revised constitution, which appears elsewhere in this issue (page 4) was carefully designed by your BOD to increase the efficiency of your Region's administration. The new plan will materially reduce the time and expense required by these volunteer officers to better serve YOU!

If the Region decides to operate under the revised constitution, there will be no change in the officers of the MWR, in their method of election, in their terms of office, nor in their responsibilities. The BOD will continue, as before, to set the policies of the entire Region. However, an Executive Council will meet each month to conduct the business of the Region and to carry out the policies established by the BOD. The BOD will convene only four times a year.

The Executive Council will include the officers of the Region (President, Vice-President, Secretary and Treasurer), two Directors at Large, and one Divisional Director. The Divisional Director will be elected by the Divisional Superintendents of the BOD to represent them on the Executive Council. Thus, the changes in the revised constitution provide much more efficient operation of your activities in MWR.

We urge you to study the proposed revised constitution carefully. It is the result of considerable thought and work by your Directors. It is presented to you with their unanimous approval.

Your opinion of these changes should be expressed on the ballot which you receive with this issue of the WAYBILL.

(Members of the Committee for Constitutional Revision are Walter Barry, Chairman; William Angus; Harry B. Harding, M.D., and Bernard J. Pollock. Ed.)



**1965 April – May**



MWR MIKE SEZ:

"...I can remember when most model railroaders did practically all of their modeling in the winter time - because the bad weather kept them in. Now-a-days, a good hot summer is making model railroading a year-around project..... thanks to air conditioning!"

1965 June - July

For the Railettes...I wish we could...

FOR THE RAILETTES.....(WIVES)  
OF MODEL RAILROADERS

JoAnn Long  
Munster, Ind.

Sure wish we could think of another name. The thing that bothers me most is the connotation that goes along with the name "railette" - are so often pictured as the martyr - long-suffering wife of a model railroader.

Well, I enjoy my husband's hobby. I like being included in his efforts; going to Meets and Conventions; meeting all the wonderful people involved in this hobby. Granted, he puts a lot of time and energy, but it's never "running away" from me or the hundreds of chores involved in being a "happy mortgage-holder." And, I bet there are a lot of you who share similar feelings. I'll bet a lot of us do enjoy sitting through the clinics because we are in this together, even though we may not always understand everything we see or hear. I may not know the difference between one set of wheels (oops! trucks) or another, but I do enjoy the hobby (even more so since my ever-lovin' let me paint an engine).

Anyway, my point is this: how about us participating a little? At the Fall Meet in Chicago Heights bring all your little contributions to model railroading - cars, buildings, track and scenery that can be moved - anything you've done for your husband's layout - and let's display them! Don't worry about unfinished work; bring it along anyway, for this is just between us gals. Heaven knows that between meals, phone ringing off the wall, diaper changes, washing and (ugh) ironing, we can't always get things done by a deadline. But let's do get on the ball and show our husbands that we are interested in their hobby and ready and willing to contribute (with no intentions of taking it over). Come to Chicago Heights, and let's compare our efforts.

More later.....

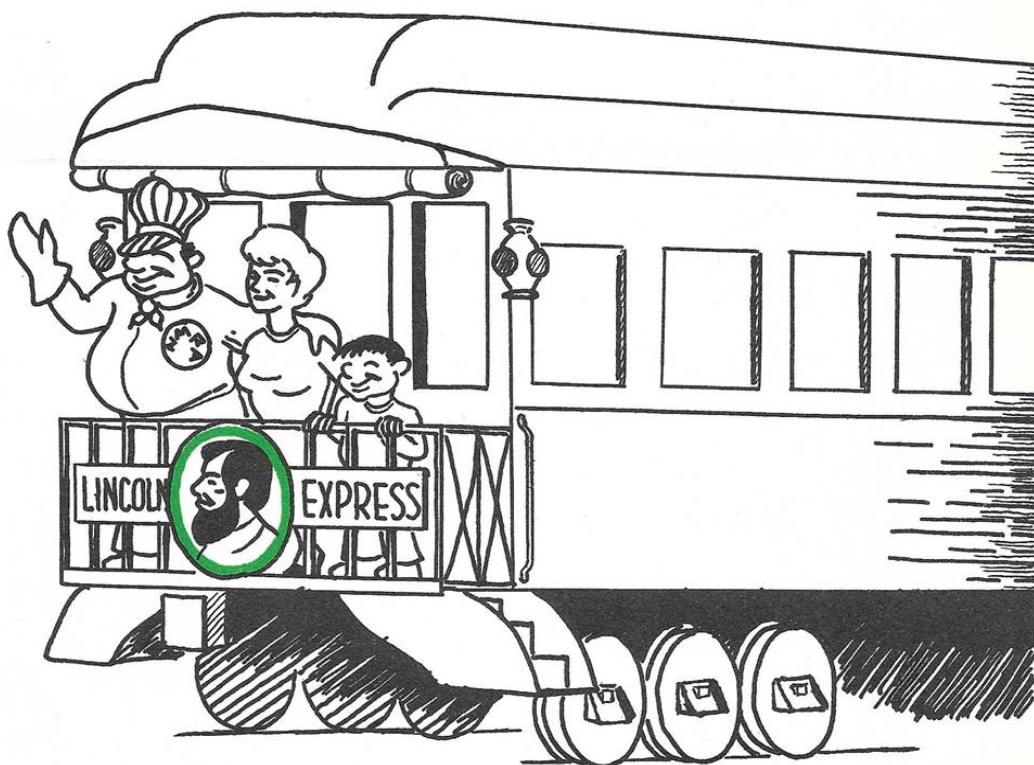


1965 June – July

# MIDWEST REGION N.M.R.A.



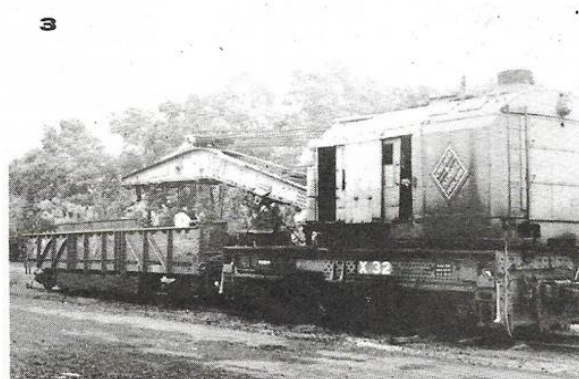
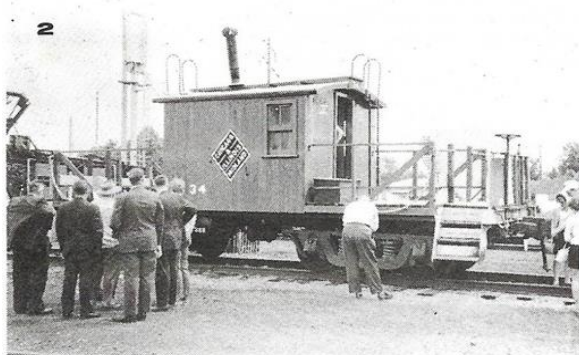
1965 SPRING CONVENTION



*To Be Held At*  
**ST. NICHOLAS HOTEL**  
4TH & JEFFERSON STS., SPRINGFIELD, ILL.

**JUNE 4, 5, & 6, 1965**

## 1965 June – July SPRING CONVENTION PHOTOS





**1965 June – July**

**PHOTOS CAPTIONS FOR PRIOR PAGE**

PHOTO CAPTIONS  
(SEE PAGE 1)

- 1 - One of those neat transfer crummies that belongs to the C&IM. Frank Hughes in door.
- 2 - Another view of the crummy.
- 3 - C&IM's "big hook."
- 4 - A smashed car. Safety equipment installed for the trip home. (There'd be one to model. A plastic car, and a soldering iron, maybe?)
- 5 - During the banquet.
- 6 - Contest display.
- 7 - Some 12" equals 1' detail parts in engine shop.

Credits:

(#1, 3, 4, 7 by Wally Lloyd, Chicago, Ill.)

(#2, 5, 6 by John M. Armstrong, Springfield, Ill.)

oOOOo

**1965 June – July from Willard Gardner, MWR President**

"Cliques that Click"

It has oft been said that the management of voluntary organizations, such as our Midwest Region of the NMRA, are nothing but cliques. Well...let me confirm that I have been an active member of such a clique for the past two years as a Director and more recently as President of your region.

Now...as I return to POM status I want to reflect a moment on this clique I've been associated with and, to begin with, I wish to support the impression of the majority...you DO have a clique running your region...the hardest working and most conscientious clique it has been my pleasure to associate with. Would it really work any other way? I doubt it...for your clique spends considerable time and effort making sure that the Midwest Region keeps up its activity for its members, setting up and completely operating conventions, promoting the development of divisions, introducing new features at regional meetings...photo and kit building contests and demonstration clinics for example, while the regular publication of your regional bulletin, the WAYBILL, is the result of the individual efforts of one of the clique's hardest working members, ...the WAYBILL Editor. Yes...it is indeed a clique running your region, and you should be grateful that they are...both for the past and in the future. Your Midwest Region has long been associated with many of the major developments and activities of the NMRA...and there's really only one good reason for the MWR's continuing predominance in NMRA affairs...it has management by cliques that click!

## 1965 August **The Central Indiana Division is SUPER Active!**

### CENTRAL INDIANA DIVISION (1st Section)

Kenneth B. Curtiss, Supt.

RR 19, Box 461

Indianapolis, Indiana 46240

Our Division's Next Meet is November 7th - 12-7, Clinics (all new and different), contests, first time entry contest, kit contest, pull and creep contests, awards, dinning car, movies, slides, pass exchange, "bull" sessions, etc., for more information contact John Hagan, 361 N. 9th St., Middletown, Ind. 47356.

The Board of Directors are working hard on this Meet along with the Spring Meet and also the Regional Spring Meet. All of the men who would like to give a clinic at the Regional Meet should practice at this Division Meet or in their own Division. This will give you an opportunity to polish up your demonstration and give a first class clinic next Spring here in Indianapolis.

This Division is setting some kind of record. It has hosted a National Convention (1963), it will be hosting a Regional Convention (1966), and has doubled its attendance at each of the Divisional Meets. The BOD sent a questionnaire to all its members and more than 70% volunteered for some kind of committee work. Not content with the success the Division has enjoyed thus far, the BOD requests advice, suggestions and criticism. There is usually not too much criticism because those who criticise are made a committee chairman in charge of correcting that which is not right. These type of things are what make this Division and all of the others a bigger and better part of this hobby.

The members of the Division wish to congratulate Ken Curtiss on his election to the Midwest Region Executive Council and Bill Herbig on his re-election to the office of Midwest Region Vice-President.



**1965 December    HAPPY 20<sup>th</sup> MWR! (September 2<sup>nd</sup>, 1945)**

## **Happy 20th MWR!**

When the small group of men met in Milwaukee on September 1, 1935, to form an association to set up and regulate standards for the model railroad industry, they could hardly have realized that they were founding an organization that would eventually encircle the globe and encompass some 14,000 members.

As the NMRA grew, it became apparent that the country had to be divided into geographical areas in order to better serve the needs of the individual members. In 1943 the Pacific Coast Region was founded. It soon proved its value to the membership in its area. Bolstered by this success, leaders of the NMRA in the Chicago area began to talk of a midwestern region. On December 6, 1945 the first regional meeting was called to order in Room 423 of the Grand Central Station, Chicago.

Ed Ravenscroft, then NMRA President, outlined the purpose of the National organization. He defined the basis of regional organization and pointed out that being the second region in the Association to organize, the Midwest Region, as it was named, could well emulate the Pacific Coast Region which had achieved a notable success.

A short talk was given by Frank Taylor in which he contrasted model railroading in 1945 with that of 1935, the founding year of the NMRA. Next, Ed Ravenscroft formally presented the Midwest Region with its charter.

One hundred and four members present elected John Mueller to the office of Region President; Naome Bauer (of Model Railroader's old "Man in the Doghouse" fame), Secretary; James Schmitt, Treasurer; and Earl Ruhland, Vice President. Early later served as National president, as have many other Midwest Region members.

When the question of regional dues was raised various sums were proposed, but the problem was solved by the decision to ask all members present to pay voluntarily the sum of fifty cents. By passing the hat, a total of \$40.84 was collected. The origin of the odd thirty-four cents was not determined.

For four years activity flourished, but by the end of 1950 interest had lagged with the result that no new officers were even slated for the coming year. In October of 1951 a new Board of Directors was elected and the Region began its tremendous recovery.

On December 1, 1951 the first issue of the MIDWEST WAYBILL came into being. Robert E. Johnson was carried on the masthead as editor. The WAYBILL, as "communication central" between members and BOD has played a vital role since its conception.

Today the Region is dues free and all NMRA members in MWR territory are automatically Region members too. Conventions and WAYBILL ads are the only source of income other than Sustaining Memberships and donations.



**HAPPY 20th MWR! (CONT'D)**

As membership grew beyond the capacity of the regional organization to adequately serve it, the logical solution was the division. With the founding of the Land of Lincoln Division and Central Indiana this step was begun. Although Land of Lincoln Division was unfortunately short lived the Region now boasts five healthy and growing divisions - with a new one, Wisconsin South-eastern, in the offing.

Midwest has sponsored three National Conventions, at Milwaukee in 1950, and at Chicago in 1954 and 1960, the latter, of course, being the Silver Anniversary of the NMRA. Both Chicago conventions, especially were outstanding successes.

## 1965 December Thoughts on the Region's Anniversary

It's hard to believe the Midwest region is 20 years old next month. If my memory is correct the first meeting was held at the Grand Central Station and was sponsored by the O gauge club that had their big layout on the second floor there. I was national president at that time.

My predecessor, Larry Sagle, first conceived the idea of regions and then went to the West coast and helped the gang out there organize the first region - the PCR. He continued his interest in regional organizations after retiring from the presidency.

On one of his trips to Chicago he sold the sponsors of our first meeting on the idea of starting a region in the Chicago area, thus was born the Mid West Region.

In 20 years of the M W R has grown to be one of the best organized and most active of all regions. It has been noted for its hard working officers and directors. This I can attest to as I have known many of them personally and know the time and hard work they gave to their jobs.

Much to the credit of the region is the fact that there are no dues for belonging to the region. Funds to operate the region come primarily from those who attend regional meets. Since there are no dues, every NMRA member in the MWR is automatically an member of the region. This is a rather unique arrangement among our various regions. I hope we keep it this way.

To you as co-editor of the Waybill and to the officers and board members currently handling the affairs of the region go my thanks for a lot of fine work. The same should be offered to those who carried the load in years past. Let's hope those responsible in the future do equally well - maybe even better.

Cordially,

Ed. Ravenscroft"  
House 8, Biltmore Estates  
Phoenix, Arizona 85016

It's a rare privilege for me to be able once again to prepare a few words for the eyes of my fellow members of MWR, which I do yet regard as the greatest of NMRA Regions.

Dare I reminisce? Nominally, first editor of the WAYBILL was Fred Scott, a member of the working press. Bill Lang of Elgin was president of MWR at the time.

Some events maybe? How about the Regional Meeting reported in the May, 1952 issue? 650 railroaders, widows and offspring turned up at the Electro-Motive plant in LaGrange for what was at that time probably the biggest regional convention attendance in NMRA history.

Thanks to Jack Faulstich and the late Roger Deatherage the WAYBILL got the circuit diagram for a nifty electronic air horn. I got the circuit diagram and the bill of materials fouled up, and several issues carried corrections.

MWR, in Spring of 1953, pioneered mail balloting for regional officers. There was a Regional (Meet) in Bloomington that Fall. Frank Saville suggested we all go there by train. Several of us who adopted his suggestion had to stand up on the platform of a coach all the way down there.

MWR sponsored a National convention in 1954 and drew a record number. Steam disappeared from the Illinois Central, at least in the Chicago district. Piggy-back transportation of highway trailers began to be important to the railroads, which were then gasping.

Ed Ravenscroft developed a technique for modeling shale cliffs out of Celotex. Herb Krien slipped a spinal disc and wore a plaster cast for a long while. Bill Warrick, the Channel 5 news-hound, rented some false beards and beat Walt Disney to the punch of filming the story of the Andrews raid. I was miscast in the role of the intrepid Conductor Fuller. Aerotrain and other lightweight oddities were tried and rejected.

In November, 1955, I handed over the reins to Bernie Pollock, Heaven bless him! Bernie took it from there. Look at the events which transpired in my few years. Steam railroading virtually disappeared. All railroads darn near went broke. I'm sure I'm responsible for both, having been WAYBILL editor at the time these things were happening. Lucky I quit, eh?

Most sincerely yours  
Bob Johnson



**1965 December**

**WSE DIVISION FORMATION**

## Division Billboard

WISCONSIN SOUTHEASTERN

Formation of a new division is underway. Members of what will be known as Wisconsin Southeastern (WSE) held a meeting Sunday, November 21, announces Wally Lloyd, Division Promotion Chairman.

A Petition to Organize was prepared for presentation to the BOD on February 27, 1966, and John W. Smallshaw, P.O. Box 7181, Wauwatosa, Wis. 53213, was elected chairman in charge, pro tem. John will become Division Superintendent when a charter is granted.

Wisconsin Southeastern will include Milwaukee, Racine, Kenosha, Walworth and Waukesha Counties.

**1966 January – February MADISON INDIANA MODEL RR CLUB**



Members of the Madison County Model Railroad Club, Madison, Indiana, are

shown preparing member Bill Neal's layout for National Model Railroad Week last year.

## 1966 January – February

### THE EDITOR'S MAILHOOK

Dear Editors and MWR Members:

Received my copy of your first issue as new editors. Truly it was impressive and showed that my reliefs are endowed with talent and time to continue the improvement of the WAYBILL. The potential of the WAYBILL is enormous, and your editors will need your help in cultivating this potential.

Although my official function with your region terminated with the new editors taking the throttle, I haven't given up model railroading, in fact I think I've gotten into something deeper - and that is assisting in the enormous undertaking of the formation of a Nickel Plate Road Historical Society.

An issue well done, gentlemen ...

Cordially,  
Glenn N. Pizer,  
Former Editor

(All we can say is thank you, Glenn. Hope you, and everyone, will find forthcoming WAYBILLS to their liking. The Editors)

## 1966 January – February



MIDWEST MIKE SEZ :

No need to be TOO modest about showing off your pike - because most folks are too busy looking at what IS done to notice what's left to do!

**1966 March 1<sup>st</sup> President of MWR DIES. John L. "DOC" Mueller**



On Tuesday, January 11, 1966, JOHN L. (DOC) MUELLER, 59, of 319 E. Elmhurst Ave., Peoria, Illinois died of a heart attack suffered one week earlier.

"Doc" was elected the first president of the Midwest Region in 1946. He was well known to many of the old timers back in the early days of the NMRA, and helped in organizing the National Convention held in Peoria in 1941.

Although "Doc" was unable to attend any National or Regional conventions in recent years, he remained a loyal member and stood firmly behind the principles of the NMRA.

He will surely be missed by his local friends as well as the many acquaintances he made during his association with the NMRA.





**1966 June Willard Gardner becomes the MWR's 5<sup>th</sup> MMR**



*Willard A. (Bill) Gardner*

Willard A. (Bill) Gardner is the sixteenth NMRA member to become a Master Model Railroader. He has earned Achievement Certificates as a Master Builder, Motive Power; Master Builder, Cars; Master Builder, Scenery; Model Railroad Engineer, Civil; Model Railroad Engineer, Electrical; Association Official and Association Volunteer.

His 13' by 17' HO scale model railroad in the basement of his home, can best be described as following the "inflated" water-wings plan. Among its more unusual features are operating semaphore and colored position light signals; two double slip switches; a 25' trolley loop with a railroad interchange; eased and super-elevated mainline curves. The pike also features an extensive steam and diesel engine terminal with full service facilities. Electrically, the main line is divided into seven blocks, with automatic train control and panel block occupancy indicators; three trains plus yard and engine terminal movements can be controlled simultaneously.

Bill has also scratch-built steam, diesel, and electric motive power; he built a free-lance GP-30 before they became a common sight on North American railroads, not too surprising, since Bill works for EMD. His scratch-built motive power and rolling stock generally follows a PRR prototype including freight cars, passenger cars, and even MU cars.

Bill has served the Midwest Region as a member of its Board of Directors, and has recently completed a year as the MWR President. He has also served as Chairman of the NMRA HO Standards Committee. He is presently Vice-Chairman of the NMRA Engineering Committee.

**1966 June Willard Gardner becomes the MWR's 5<sup>th</sup> MMR Cont.**





Bill Gardner, newly named HO Standards Committee Chairman, operating a Pennsy MU train on his basement layout at his home in LaGrange, Illinois. Bill, who will also serve as acting Traction Committee Chairman, has a trolley line under construction in the foreground.

Ken Mortimer, General Engineering Chairman, has appointed Willard A. (Bill) Gardner as his successor as HO Standards Committee Chairman, and also as acting Traction Committee Chairman. Bill brings an impressive background of engineering and model railroading experience to his new responsibility, and will be a strong addition to the administration of the Association.

Bill Gardner is a native of the Long Island area of New York, and graduated from Rutgers in 1917 with a B.S. Degree in Mechanical Engineering. After his graduation, Bill spent six years with the Pennsylvania Railroad, and developed an affection for the Pennsy that is still evident in his modeling work today.

Bill started model railroading in 1939 in OO Scale, but changed to HO Scale about two years later because of the greater variety of materials then being marketed in the fast-growing HO size. Bill's major model railroading interests today are the Pennsy—and trolley models. Bill has built

several scratch Pennsy steam locomotives, and has taken home prizes from Midwest Region Model Contests with his models. Bill has recently built a number of scratch interurbans including intricate homemade drives.

Today, Bill is Assistant General Service Manager for the Electro-Motive Division of General Motors, and is serving as President of the Electro-Motive Model Railroad Club. Bill lives with his wife in a pleasant rolling countryside at 11371 Plainfield Road, La-Grange, Illinois.

#### MEMBERSHIP THERMOMETER

February 1, 1963

**13,610**

A Year Ago ..... 13,478

**1966 June through May 1968 Directors and Officers**

## OFFICERS AND DIRECTORS OF THE MIDWEST REGION

June 1966 to May 1967

President	Willard A. Gardner, LaGrange, IL.
Vice President	Wally E. Lloyd, Chicago, IL.
Secretary	Herbert H. Krein, Park Ridge, IL.
Treasurer	Walter A. Barry, Evanston, IL.
Directors	Kenneth B. Curtiss, Indianapolis, IN.
	Stanley W. Guyer, Rockford, IL.
	William R. Herbig, Anderson, IN.
	Bernard J. Pollock, Chicago, IL.

### Division Directors

Wisc. South Eastern	Charles M. Alberty, Milwaukee, WI.
Illinois Valley	Marion T. Brasher, Spring Valley, IL.
Winnebago	Stanley J. Bye, Neenah, WI.
South Central Wisconsin	Robert W. Dunham, Madison, WI.
East Central Illinois	Irving C. Faust, Champaign, IL.
Winnebago	John M. Franzen, Menasha, WI.
Calumet	George F. Higgins, Gary, IN.
Central Indiana	Francis T. Hughes, Indianapolis, IN.
Wisc. South Eastern	John W. Smallshaw, Wauwatosa, WI.
South Central Wisconsin	Robert E. Steele, Madison, WI.

May 1967 to May 1968

President	Ira Falk, Chicago, IL.
Vice President	Kenneth B. Curtiss, Indianapolis, IN.
Secretary	Herbert H. Krein, Park Ridge, IL.
Treasurer	David P. Angus, Streamwood, IL.
Directors	H. William Barber, LaGrange, IL.
	Willard A. Gardner, LaGrange, IL.
	Stanley W. Guyer, Rockford, IL.
	William R. Herbig, Anderson, IN.
	Wally E. Lloyd, Chicago, IL.

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Illinois Valley	Marion T. Brasher, Spring Valley, IL.
Winnebago	Stanley J. Bye, Neenah, WI.
South Central Wisconsin	Robert W. Dunham, Madison, WI.
North Shore Wisconsin	Lorenz Garcia, Northbrook, IL.
Calumet	George F. Higgins, Gary, IN.
Central Indiana	Francis T. Hughes, Indianapolis, IN.
North Shore & Western	Bernard J. Pollock, Chicago, IL.
South Central Wisconsin	George R. Thiele, Jr., Janesville, WI.
East Central Illinois	Robert E. Wingard, Urbana, IL.

**THANK YOU to LONG time Member JOSEPH M. DEGROOT!!!!**

**(In 2025 June) donated the 1966 to 1971 Waybills to "fill-in" the gap that was missing from John Coy's stack.**

**1966 December The Waybill celebrates its 15<sup>th</sup> anniversary**



# WAYBILL CELEBRATES 15th ANNIVERSARY!

Fifteen years ago the December 1951 issue of the WAYBILL, Volume 1, Number 1, marked the appearance of the Midwest Region's official publication. Bob Johnson of Chicago was the first editor, but he has stated that the Region President at that time, Bill Lang of Elgin, provided a large amount of the effort that went into the birth of the WAYBILL.

Some of the others who were in attendance at the WAYBILL's inauguration were the Region's Vice President, Roger Deatherage, now deceased; Secretary-Treasurer, Fred Scott of Peoria; and Directors, Bob Colson of All-Nation, Gilbert Ziemann, R. Ivan Peterson and Clyde Reynolds.

Initially the WAYBILL was of smaller format, about half its present size, with the "flag" at the top. On the front page of issue number 1 were some items of general interest, an announcement of the intent of the new paper by the BOD, and a short note to the effect that no editorial policy had yet been formulated.

Filling about one-third of page 1 was an advertisement for Simonsen Model Supplies, a customer who is still with the WAYBILL. Other advertisers, on page three, were; All-Nation, Chicago; Highland Park Cycle, Highland Park, Ill.; Purdy's Hobby Shop, Milwaukee; M & G Hobby Shop, Chicago, Jim Grace's Hobby Center, Milwaukee; Harry's Hobbies & Toys, Rockford, Ill.; Bob's Hobby Shop, Mishawaka, Ind.; Hobbymodels, Evanston, Ill.; and BK Photo Hobby Shop, Elgin, Ill. Of these, only All-Nation and Hobbymodels are still with the WAYBILL.

As the Region moved into 1952 the biggest event carried in the WAYBILL was the Spring Meet - held at Electro-Motive in LaGrange. This Meet still holds the Region attendance record. Issue number 5 carried a front page photo of the erecting shop showing a row of F-3s in the making.

In the same issue was a story on the organizational meeting of the Southeastern Wisconsin Chapter. Chapters, a forerunner of divisions, didn't prove lasting, and two

successive attempts failed before the Division idea finally caught hold solidly.

During its first year the WAYBILL printed 130 articles, 25 photos, and 14 line drawings. The roll of advertisers rose to 17. At the 1952 Fall Meet in Milwaukee, when Bill Lang posed the question, "Shall we continue with the WAYBILL?", the response was loud, definite and affirmative.

In November of 1952 began the great electronic horn catastrophe. On the back page of that issue was a schematic for an electronic horn to imitate a diesel air horn. But - there was an error! The January 1953 front page was devoted solely to correcting the mistake. Then the February issue front page corrected the January errors. In March a corrected summary of the whole incredible chain of events finally set things right.

By the end of 1953 the Region had gone to mail ballots. The November issue reported on a Constitutional amendment to permit this.

Sometime in 1952 a proposal was aired nationally that a standard coupler be designed or selected and then approved by the NMRA. The ensuing controversy raged occasionally in the pages of the WAYBILL for years.

After 4 years at the helm, Bob Johnson turned the paper over to a new editor, Bernie Pollock. Bernie began with the December 1955 issue, continuing until relieved by Don Davis with the July 1958 issue. Don was aided by Greg Austin until November.

Not until August 1963 did Don find a replacement. When Glenn Pizer took over he left Don with the record for time in service, 5 years and 1 month. It was during Don's tenure that the WAYBILL was expanded to its present size and the flag moved to the side of the page.

Glenn served, with assistance from Wally Lloyd, until December 1965, when he was relieved by Bernie Hotzel and the present editor.

## 1967 April - May Random Photo



F. T. Hughes, Supt of Central Indiana Division, explaining the advantages of belonging to the NMRA to a show attendee.  
Photo by Glenn G. Hall

## CID Supt Frank Hughes talking to show visitor

## 1967 April - May Random Photo



On the far right, Beat Hug of Stafa, Switzerland, points out a feature of his pike to John Allen, who stands next to him. Looking on, from left to right are the men on the tour, Conrad Geiger, Frank Woditsch, Dr. Boyd Travis, Bill Frazier, Ross Morris, Chan Ergood, and Bill Walthers. The Costa Rica Central is HO gauge, strictly scale built. Mrs. Hug entertained the ladies in another part of the house.

## 1967 June

### WALT BARRY RECEIVES MERIT AWARD



On the left, Bill Angus, Sr. congratulates Walt Barry upon receiving the Midwest Region Service Award for his years as Region Treasurer. On the right, Past President Charlie Love and Mrs. Wally Lloyd look on. Both Bill and Charlie had previously won the same award, in 1964 and 1961, respectively. Other Region members to receive the Service Award, all in 1958, were: Roger Deatherage (deceased), Marvin Duesing, Robert E. Johnson, G. William Lang, and Ed Ravenscroft.

Photo by Bernie Hotzel



**1967 June**

## Random Photos published June 1967

### AT THE THROTTLE



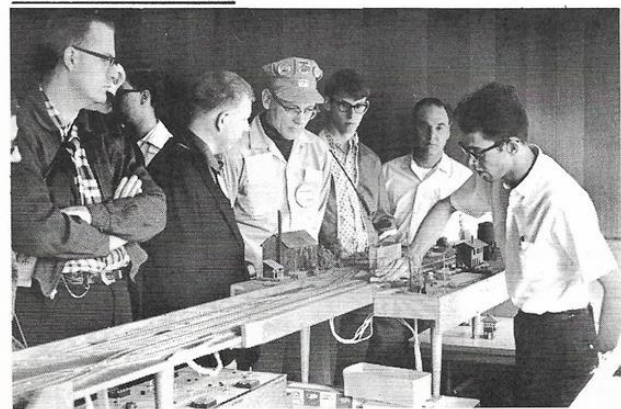
Walt Barry, in the cab, receives some advice from ex-fireman Bill Herbig. Don't believe him, Walt! WAYBILL photo.

### BIG WHEELS



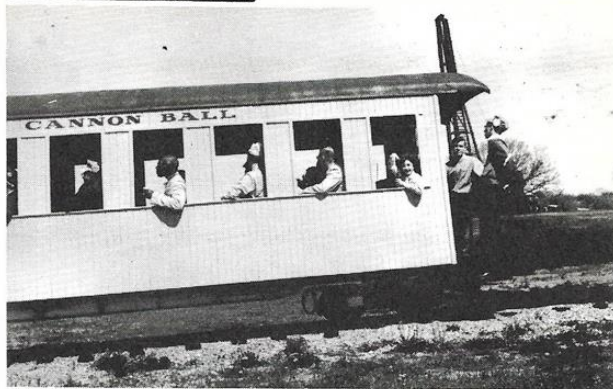
Bill Gardner, left, discusses the Model Contest with Ira Falk, new Region prexy, and Bill Herbig, right. WAYBILL photo.

### CROWD AT PORT ABLE



A curious assortment of conventioners, including one crazy button, pin, and badge bedecked enthusiast complete with goofy hat (center) watches the action on the Port Able Lines. Just left of center stands Don Davis, former WAYBILL editor. Photo by Bernie Hotzel.

### RIDING THE CANNONBALL



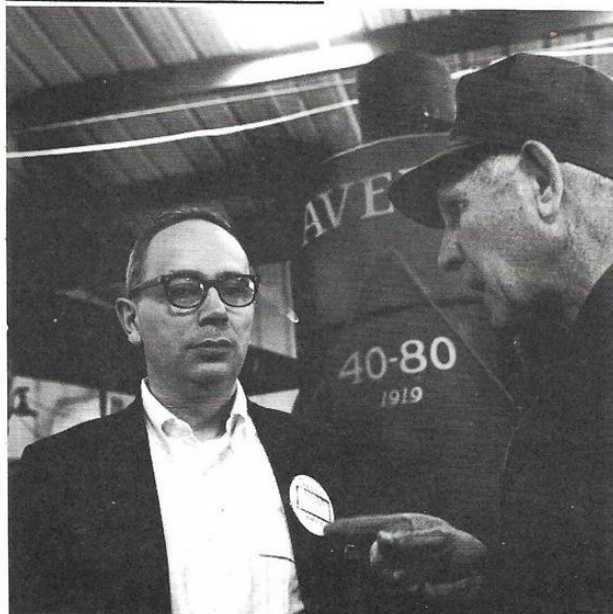
Highlight of the day at Threshermen's Park, riding the Cannonball's little yellow coach. Here it flashes by - at 5 mph - with passengers providing cheery waves. WAYBILL photo.

### SCR CLINIC



"Now let's see, this lead gets soldered here, then we take . . . Truly a picture of hobbyists engaged in their hobby. Photo by Hotzel.

### PRESIDENTS, PAST AND PRESENT



Newly installed Region President, Ira Falk watches the cameraman, while Past President Charlie Love wishes Ira luck with his new post. WAYBILL photo.



1968 March

**CANDIDATES FOR MWR OFFICE**

MIDWEST  
REGION

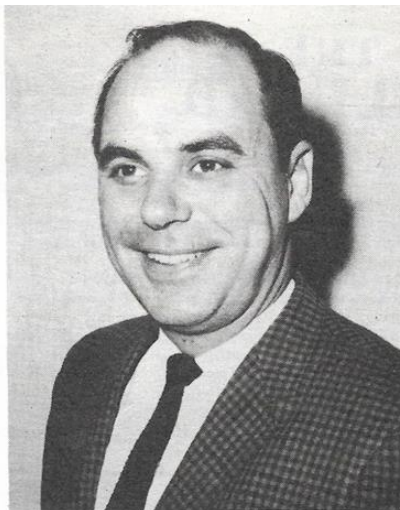
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Vol. 17  
No. 2  
March  
1968



BUD GARCIA



CHUCK LONG



KEN CURTISS



CHUCK ALBERTY



FRANK HUGHES



WALLY LLOYD

**W  
A  
N  
T  
E  
D**

1000

voters  
to  
select

**FOUR**  
of  
these  
men

FOR  
MIDWEST  
REGION  
BOARD  
OF  
DIRECTORS



## 1968 March

## Candidate Bios

### WALLY LLOYD

After joining the NMRA and MWR in 1959, Wally became a life member in 1963. He was Chief Clerk for Calumet Division and has since been on various Region committees, achievement program, clinic planning, membership promotion, etc., and is presently a Director. Wally served as Region Vice-President prior to Ken Curtiss. He is also very active in club work with Garfield-Clarendon, now serving as club President.

Wally holds one achievement award, for Association Volunteer.

Our most pressing problem now, according to Wally, is increasing our membership. He notes that Model Railroader Magazine has 100,000 readers, while the NMRA has only 14,000 members. Out of the other 86,000 railroaders, claims Wally, there should be a whole pile of people serious enough about the hobby to join the hobby's own association.

### BUD GARCIA

For some years now Bud has been known to many Midwest Regioners for his work with the Model Contests. He joined the NMRA-MWR in 1959 and almost immediately came under the tutelage of Doc Harry Harding in the contest program. He since became the Chairman for Region Model Contests. He is presently the first Superintendent of the new North-East Illinois Division and is also serving on the National Contest Rules Committee.

Although eligible for three achievement awards, Bud has never found time to apply for them.

The most pressing problem of the NMRA? Bud's feeling is that there should be a more sincere interest in the hobby and more concern for the individual members of the Association. It seems to him that there should be more fun in the hobby for more people. He also advocates that the top officers be chosen by the membership as a whole - that is, President, Vice-President and 2nd Vice-President.

### CHUCK LONG

Military service interrupted Chuck's NMRA membership the first time, when he joined in 1948. He tried again in 1959, also joining the Garfield-Clarendon Club, and has been a busy member ever since. He was the first Superintendent of the Calumet Division, which he was instrumental in organizing. In 1965 he took on the additional job of Fall Meet Chairman for the event held in Chicago Heights that year. At the present time he is the Division's Achievement Program Chairman.

Chuck holds the Achievement Award for Association Volunteer.

"I would like to see continued improvement in the organization and administration of the NMRA, to the end that less time be spent on administrative problems and more time to develop the hobby," is Chuck's reply to the question of the NMRA needs to do the most at present. He also believes that more attention need be given to the methods of obtaining new members.

### KEN CURTISS

Ken has been a member of the NMRA and MWR since August, 1957. He has been very active in the Central Indiana, which in fact he was instrumental in forming. As Division Superintendent for three years he first became a member of the MWR BOD where he also served as divisional representative on the Executive Council. In 1966 he was elected to the BOD as a Director at Large and a year later became Vice President of the Region.

Ken holds two Achievement Awards, Association Volunteer and Official. He is presently the Assistant Chairman for the MWR Achievement Program.

In Ken's opinion the major items of concern for the NMRA at present are to convince the model railroader that the Association has something to offer him and is for him; and to get the average modeller to realize the model contests are for him and not just for the skilled craftsman against whom he feels he stands not the ghost of a chance.

### CHUCK ALBERTY

Within a year of joining the NMRA-MWR in 1963, Chuck got into the thick of things as a member of the Data Sheets Committee. He has had two sheets published and is currently working a third. In January of 1967 he began a stint as Superintendent of the Wisconsin Southeastern Division. Prior to this he held a position on the Division's BOD and was their Achievement Program Chairman. He is also a member of the Milwaukee Model RR Engineers where he holds the position of Club Vice-President.

For his services on the Data Sheet Committee Chuck was awarded the Association Volunteer certificate in the Achievement Program.

Chuck is most definite in his opinion that the NMRA now needs, more than anything else, an all level effort - POM, Division, Region, and National - towards an increase in membership. He goes on that it is his belief that when the membership is there, the rest will fall into place!

### FRANK HUGHES

Frank, who has been interested in model railroading since he was a teenager (a real pioneer, Ed.), moved into the MWR in 1960 and immediately became very active as many Central Indiana members will testify. He has been Superintendent of CID for two years, with two years before that on the CID Board. In 1966 he organized the Spring Convention in Indianapolis.

Frank holds two Achievement Awards and is actively pursuing the Master Model Railroader Award.

To Frank the major objective of the NMRA should be to achieve growth and development on the divisional level. He hopes to see the Regional and National organizations give more attention to the "grass roots" of model railroading through greater Division support and promotion. He also believes that an elected officer of member of the board should dedicate himself to the interests of the members at large and do everything possible to promote and encourage more enjoyment, by more people, in this hobby.

## May 1968 Through June 1969

### OFFICERS AND DIRECTORS OF THE MIDWEST REGION

May 1968 to June 1969

President

Vice President

Secretary

Treasurer

Directors

Ira Falk, Chicago, IL.

Francis T. Hughes, Indianapolis, IN.

Herbert H. Krein, Park Ridge, IL.

David P. Angus, Streamwood, IL.

H. William Barber, LaGrange, IL.

Kenneth B. Curtiss, Indianapolis, IN.

Lorenz Garcia, Northbrook, IL.

Stanley W. Guyer, Rockford, IL.

Wally E. Lloyd, Chicago, IL.

Division Directors

Central Indiana

Winnebago

Calumet

South Central Wisconsin

North Shore & Western

Illinois Valley

North Shore & Western

Wisc. South Eastern

South Central Wisconsin

East Central Illinois

Reiford W. Bunch, Indianapolis, IN.

Stanley, J. Bye, Neenah, WI.

Thomas C. Devine, Hammond, IN.

Robert W. Dunham, Madison, WI.

Bernard E. Hotzel, Chicago, IL.

Carl J. Kraft, Peoria, IL.

Herbert H. Krein, Park Ridge, IL.

Ray W. Qualley, Racine, WI.

George R. Thiele, Jr. Janesville, WI.

Robert E. Wingard, Urbana, IL.



1968 June

RECORD VOTE—second highest (Thus far)

## *RECORD VOTE - Second highest in Region History!*

### NEW CONSTITUTION PASSES -

#### ALMOST ENTIRELY ! !

A three-way choice on the ballot found a strong majority in favor of the new constitution except for which of two versions should become effective. A slight edge was found in favor of limiting at-large directors only to eligibility for president, but no majority of total vote for either side.

At the Peoria BOD meeting the Board wrestled (with mighty effort) over the problem and finally found a solution. The decision was reached to accept and operate under the new constitution except for the disputed section. Here the provisions of the old constitution will still apply, which limit the presidency to at-large directors.

In the meantime the BOD will prepare to resubmit the questioned section to the members for a vote, with January 13, 1969 being set as limiting date for adoption.

### A LOOK AHEAD - THE FALL MEET !

This year the Meet will be held in an unusually beautiful setting - the O'Hare Inn. This modern hostel offers perfect surroundings for a day of model railroad-ing fun.

And, to start the fun off, there will be three different types of clinics: demonstration clinics, tape slide clinics, and the newest way to learn a new technique - participation clinics. At least a dozen clinics of these three types will be offered altogether.

There is no business meeting at the Fall Meet, so the committee was left with some time to fill in. To fill this time, they have engaged the services of a novice after-dinner speaker, one Lynn Westcott, Editor of the Model Railroader.

So, mark down October 13th on your calendar as reserved for the MWR Fall Meet. Complete details next issue.

### BUD GARCIA GARNERS HIGH TALLY -

#### LLOYD, HUGHES, CURTISS ALSO ELECTED!

With six candidates in the field the 1968 BOD election set a record for balloting beaten only by the 1961 returns, which was the last year that the ballot postage was pre-paid. There were 464 valid ballots, compared to the 533 received in 1961. Only three times has the total gone over 400, the other year, 1960, saw a tally of 441.

A top-notch slate of candidates, a non-Russian ballot, plus a highly controversial new constitution, were the most credible causes for the record return. The constitution issue passed, except for the section on eligibility of directors for Region Presidency about which the controversy raged.

Final tally, as reported by Ballot Chairman, Bill Angus, Sr., was as follows:

Total ballots received	- 472
Not counted	- 8*
Total valid ballots	- 464
*one voted five directors	
four voted both yesses	
three voted yes and no	

#### Directors:

Garcia	- 344
Lloyd	- 322
Hughes	- 310
Curtiss	- 306
Long	- 284
Alberty	- 242

#### Constitution:

Short yes (Directors-at-Large only)	- 200
Long yes (All directors)	- 191
Not in favor	- 63
No vote on constitution	- 10



**1969 September**

**Whit becomes Editor of NMRA and Mort the new MWR President**

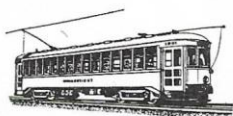


### Mort New NMRA Pres.

Shown above is the scene at the annual NMRA business meeting in Minneapolis Sunday morning, August 17, when Whit Towers handed the job of NMRA President over to Ken Mortimer. "Mort" is a Midwest Region member, and the members of the Region wish him lots of success.

Whit Towers steps down from the presidency, to become the Bulletin editor (isn't that a step up?--Ed.).

**1969 November**



#### WILLIAM ANGUS MEMORIAL AWARD

Bill Angus was interested in all phases of railroading and model railroading but he was partial to trolleys. He was proud to be pointed out as a "trolley nut" and wore the hex nut that signified this status.

To further his aims for trolley modeling and to honor his memory, a fund has been established to provide a plaque for the best trolley or interurban model entered in the Spring Convention Model Contest of the Mid West Region.

All money contributed to this fund will be placed in a bank account. The interest will be drawn upon to purchase a plaque suitably inscribed and featuring a hex nut, and it will be presented at the Awards Banquet of the Spring Convention.

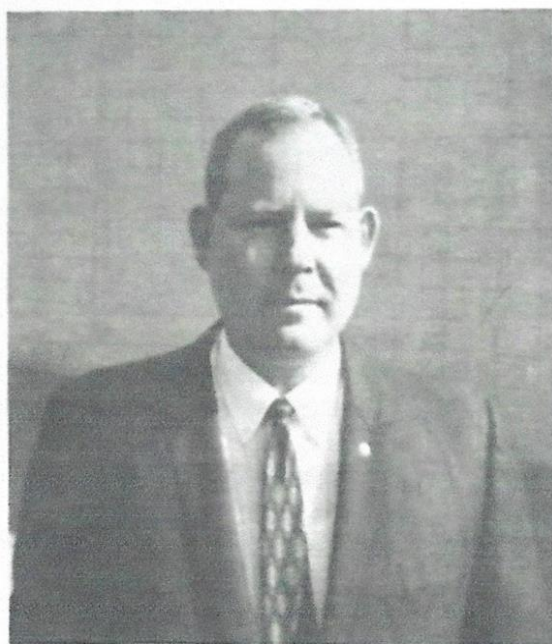
Money for this fund may be sent to:

Ira Falk  
Room 109  
230 E. Ohio Street  
Chicago, Ill. 60611

Checks, or money orders, may be made out to the "William Angus Memorial Award Fund."

**1969 November Lawrence Black and Francis T. Hughes of the Central Indiana Division become NMRA MMRs #28 & #29. Black is the 6<sup>th</sup> from the MWR and Hughes is lucky #7 from the MWR.**

No. 28—November 1, 1969 To:  
Lawrence E. Black, Jr., MMR No. 28  
8501 Broadway  
Indianapolis, Indiana 46240



The full name is L. E. Black, Jr., but the CORRECT name is Ed. His parents inflicted him upon mankind in June of 1929, a fact that made the stock market crash seem anti-climactic, at least in Frank's neighborhood.

As a boy his interests were democratically divided twixt Dorfan, Lionel and American Flyer. Had he but kept these he might today be in TCA.

As a youth his real interest was in model airplanes, a phase of his life which we'll quietly skip over. College,

service and marriage drew him away from the hobby, 'til he spied MR's 25th Anniversary Issue.

The bug really bit and ever since Ed has been hard at it. His HO Central Indiana RR and subsidiary HOn3 Gnawbone & Beanblossom RR are his second layout. Started in 1961 they feature hand laid trackwork, scratchbuilt structures and rolling stock in a 1915 Mid-western setting.

Trackwork is half completed with scenery on  $\frac{1}{3}$  the overall track plan. Benchwork is in sections so that the layout can be changed without having to start all over again. The rather tenuous financial support for this engineering masterpiece is supplied by working as a branch manager for an insurance inspection firm.

Ed's wife, Jeanne, originally supported the hobby since it kept his hands out of the pretzel and potato chip bag, but as you can see from the photo, that has been a losing battle. Her attitude has since degenerated into unenthusiastic tolerance. This is unfortunate because she thoroughly enjoys the people in the hobby, if not the hobby itself.

Frank Hughes, President of the Midwest Region, holds Achievement Certificates in the following categories: Master Builder Structures, Master Builder Cars, Master Builder Scenery, Model Railroad Engineer, Civil, Chief Dispatcher, Association Official and Association Volunteer.

Frank's interests in the hobby started as a teenager. He stopped modeling for 20 years, but took it up again in 1960, joining NMRA in 1963. Moving into the MWR he served his Region and Division



**1969 November**

**MMR FRANCIS T. HUGHES**



### **FRANK HUGHES, MMR**

Frank Hughes, MMR, is serving second term as Central V.P. Served as Asst. Superintendent Central Indiana Division 1964-66, Superintendent CID 1966, Division Representative Exec. Council MWR 1966-68, Spring Convention Chairman MWR 1966, Director, Vice President and President MWR 1969-70, CID "Rusty Spike" Editor 1967-71.

Frank Hughes should be well known in the hobby for his many accomplishments, "Best of Show" Awards, years of service and driving force behind NMRA's much needed re-organization for which he serves as Chairman of the

special advisory committee to our President.

The interesting part of the story of Frank Hughes lies beneath all of his accomplishments wherein he comes through loud and clear as a man dedicated to the service of his fellow man within the hobby. His only desire for personal gain seems to be in friendships and enjoyment of the hobby. His boyhood ambition, like that of many of us, was to be a railroad engineer and like many of his era—became proficient in the art of "liberating" coal from passing trains to help keep the home fires burning. His modeling interests passed through a period of model airplanes and into a humble beginning in model railroading—one car kit and section of rail at a time, using the "Armstrong" system of motive power. He remembers well his first model—a paper-sided Megow gondola—and his mother's help in saving coffee grounds to be dyed and used for ballast. From this, Frank is now settled in his new home with "self designed" basement which houses a 9'x19' pike sporting 150' of hand-lain rail and hand-made turnouts. Reports have it that the scenery is about 1/3 completed. Meanwhile, Frank modestly refers to his "small pike" and gives his all for the betterment of the hobby.

Through his efforts, NMRA should fare well in the better organization department since Frank is more interested in the "game" than the "name" of his position.



## 1970 March Theodore W. Davis becomes the 8<sup>th</sup> MMR in the MWR

Ted began his model railroading in tinplate with Lionel equipment. Shortly after his marriage he was converted to HO by a fellow tradesman where he works. This led to the sale of all of his Lionel and turning to scale HO operations.

Since joining NMRA, Ted has been quite active in the organization. He has served on the National Contest Committee, the Electrical Standards Committee, as a Contest Judge, and as National AP Vice-Chairman. He is currently serving as MWR Achievement Program Chairman. In this capacity he has established and is maintaining a very active program in that Region.

His personal interest in the AP has earned him the following Achievement Certificates prior to Master Model Railroader—Cars, Motive Power, Scenery, Railroad Engineer—Civil, Railroad Engineer,—Electrical, Chief Dispatcher, Association Volunteer, and Model Railroad Author.

Ted is a native HOOSIER, 33 years old, married, and has four children, only one a son to carry on in fine railroad tradition.

The Delco Remy Division of General Motors is Ted's occupational area when not occupied in model railroading. For the first fourteen he worked as an Electrician. He is now involved in building Electronic Test Equipment for GM Products. With this background, you will find that his HO layout is heavy on the Electronics/Electrical side.

### ACHIEVEMENT PROGRAM MMR AWARD



No. 31—Theodore W. Davis  
5314 Nichol Ave.

His layout is basically a point-to-point operation. One man operations are quite limited, since it has been designed and built as a five man operation. Motive power is primarily of the older diesels. The current roster includes 70 powered locomotives. And, only one is steam. Nineteen of the powered engines are scratch-built.

Primary reason for joining NMRA was his interest in the Model Contests and the Achievement Program. Participating in an active manner in both of these facets of our hobby has led to the attainment of the Master Model Railroader Certificate. Ted feels that Model Contests have been extremely helpful to him and can be to others. They can show what quality workmanship is and raise personal standards in all areas of the hobby.



## VOTE for 4

EXERCISE YOUR BEARFAT RIGHTS!

Tired of the way those kooks on the Region BOD are running things? Here's your chance to throw the rascals out! We print here the pictures and backgrounds of 7 excellent men; pick out the FOUR you think are the best, and put an 'X' by their names on the YELLOW BALLOT included with this issue of the WAYBILL.

## Marion Brasher

Spring Valley, Illinois



Marion has been a member of the NMRA and the Midwest Region for 15 years. He is also a member of the Pacific Coast Region and of the Pacific Northwest Region. He's been in model railroading since 1950, and in HO since 1953.

Marion hasn't served the NMRA parent organization other than by attending all the National conventions since 1962. He has been a contest judge for the past two years for the MWR. Marion helped to organize the Illinois Valley Division and served as its Superintendent for four years. In this position he also served on the Midwest Region's Board of Directors as a Division representative.

Marion holds two achievement certificates for Association Volunteer and Association Official. He's won several photography awards on both the regional and national levels. He served as co-chairman of the Midwest Region spring convention in Peoria in 1968.

Marion is 34 years old, single, and employed as a high school teacher. He teaches Industrial Education, Art, and Drivers' Education.

Marion says, "I feel that the NMRA is a fellowship organization, with its objective to bring all model railroaders together. During the time I have been active, I have made a number of friends throughout the world. This has been done through attending the national conventions (plan your vacations around the conventions), the PASS EXCHANGE of the Bulletin, Regional conventions and Divisional meets. This past summer I was able to travel to Japan on the NMRA Good Will Tour. To get the maximum benefit from the NMRA, one must participate in the activities.

"The thing that I like best about the whole NMRA organization is that I have been able to see the other guy's railroad. Be he an expert or a novice, you can learn something from everyone. Be he in "O" tinplate or in "N," it has been an experience to see what the other fellow is doing. I have always enjoyed seeing a railroad under construction because I find that the man building it has many things in common with me, be he a common laborer or a corporation president. I have met both.

"For these reasons I believe the NMRA should not only be a world-wide organization (people model US railroads around the world) but a grass roots organization, too. To be successful the NMRA must get to the local people. This I feel is being done now by the organization of several Divisions. The more contact the NMRA and the Midwest Region have, the more successful the whole organization will be."

## Kent Marvil

Green Bay, Wisconsin

Kent Marvil has been in the NMRA and the Midwest Region for 10 years. He's spent 23 years in model railroading, in HO scale.

Kent assisted in planning for the MWR Convention at Green Bay in 1969, and provided a home layout for the Convention tour.

Kent jointly organized (with Ned Millard) a 100% NMRA club in Green Bay, presently in its third year.

Kent is 37 years old, and has two children. He works as a salesman for IBM Corporation.

Kent says, "I believe the NMRA has been largely responsible for the popularity and strength of model railroading today. The NMRA insures a common meeting ground. Membership in the NMRA brings together thousands of model railroaders for the betterment of our hobby, while providing valuable help and information to each member."



## Wayne Schroeder

Milwaukee, Wisconsin



Wayne has been in the NMRA and Midwest Region since May of 1963 and has been Model Railroading seriously since 1962 in HO scale ("a Great Northern nut"). Wayne says he's been a Model Railroader since his first Lionel way back when. At present he is actively working on his achievement certificates whenever time permits. The only contest awards he has at present are a first and second place award for Steam Locomotives, advance class, from the Tri. Div. Meet at Madison. Wayne served on the Division B.O.D., and at present is

Assistant Super of WISE Div., and is the MWR Promotion and Club Liaison Chairman. He has three raillettes, one active (wife Elaine) and two futures (Michelle age 7, Renae age 5), and also one future Engineer (who sometimes is quite active), Mark age 3. Wayne is Vice-President of L. J. Linde & Associates, of Brookfield, Wisc.

"Now for the big question. Why is the NMRA, the MWR, the Divisions? Fellowship, model contests, assistance, or just plain socializing. Whatever your personal reasons are, you can't afford not to belong. Primarily the major concern of any Model Railroader should be, and I think is, How do I get the most out of the hobby? If you're a hunter, you hunt; if you're a fisherman, you fish, etc., but most of all, any one of these must participate to get the most out of it. So if you're a Model Railroader you can't afford (for five dollars yet) not to belong to the NMRA. We are fortunate in the MWR; no further dues need be paid, so join the fun, enter contests -- model or photo or whatever, attend all the local, divisional, regional, and national meets you can. Get active! The more active you become on all levels the more you enjoy your hobby. My personal feeling is that the NMRA, Midwest Region, and Divisions can and will grow if every member would have a more personal and sincere feeling toward the new member, the prospective member (including that youngster down the street), and most of all that stranger that you don't know at any activity. Welcome that Railroader; he may be a member or may not, but make him feel he belongs, no matter what meet or activity he's at. Most of all remember NMRA means Never More Railroad Activities."

## Tom Devine

Cedar Lake, Indiana



Tom Devine joined the NMRA in 1963. He has been active in the Calumet Division of MWR, starting as a director in 1964, moved up to Asst. Super from 1965 to 1967, and was the Superintendent from 1967 to 1969. He remains active in the CalDiv, and is also now MWR Clinic Chairman.

Tom is in a new house with a big basement, and is now starting a new 13 x 22 layout - he enjoys all phases of model railroading "except figuring out How Come the Train Don't Go?" Anyway, Tom says that he still thinks "model railroading is fun."

Tom was asked to explain why he joined the NMRA. He answered:

"When I sat down to write this, I tried to come up with just one or two good reasons. I could think of friendship, expanding my knowledge of others' layouts and techniques, and fun at conventions and meets. In other words, I think I've expanded my hobby 1000%. I got into the NMRA by sending in \$3 and thinking, 'Well, I've thrown 3 bucks away on worse, so let's see what happens here.' Soon I started to get things through the mail; bulletins, WAYBILLS, and flyers about meets

and conventions. I went to a few meets, then asked if I could help, and after six years I'm still 'helping' and enjoying every argumentative, complimentary, and constructive minute of it.

"Some people are shy and lone wolves, and I must admit I am one of them, but I'm growing out of it, and meeting people is becoming more rewarding. If a fellow wants to be a lone wolf, let him, but maybe we can talk him into gambling 5 bucks for one year to try us. But remember, you get OUT what you put IN, except in enjoyment; then the OUT exceeds the IN."



## Stan Bye

Neenah, Wisconsin  
(Incumbent)

Stan has been an NMRA member in the Midwest Region for approximately 6 or 7 years. He has been a model railroader ever since he was four years old and found his first standard gauge train under the Christmas tree. From there he went to O-Gauge Lionel, from there to Half-O for about seven years, and then, fifteen years ago, returned to O-Scale.

Stan has been active in the Winnebago Division ever since its formation -- first as a member, then as assistant superintendent, then as superintendent for two and a half years, and for the past year as Director-at-Large for the Midwest Region. He now holds an achievement certificate for Association Volunteer. Up to this time he has received a few contest awards ---both in the divisional contests, and also a second place in passenger cars at the Spring Convention in Janesville.

Stan is 34 years old and has a wife, Marlene,

and two kids -- Bobby, age 8, and Cindy, age 6. For a living he is a Residential Architect, although, recently, he has gone into the business of manufacturing model railroad kits -- in O-Scale, of course. These will be presented under the name of Stanley Models.

Stan says, "From my viewpoint here in the Winnebago Division, I think the NMRA has provided a structured organization through which a number of model railroaders in a number of different locations have come to know one another. They have been able to see each other's work, they have been able to criticize the work of others and to pick up a wealth of new ideas for their own model railroad layouts. In other words, fellowship, I think is one of the prime reasons for a person to become an NMRA member.

"A second reason which is not secondary in importance, is the education which he receives -- from exchanging ideas with other people at our meets, from participating in contests, from clinics, from field trips and other things which he would not normally be able to do as a lone wolf."



## John Franzen

Oshkosh, Wisconsin

John has been a member of the NMRA and MWR since 1963. He started model railroading when he was about 10 years old. John began in HO, got interested in narrow gauge in 1958-62 when he was in school at Michigan Tech in Houghton, Michigan, where he "discovered" the 3-foot-gauge Quincy and Torch Lake RR rusting away on top of the big hill at Hancock.

John helped to form the Winnebago Division of the MWR. He was present at the first meeting of the WLD at the National Railroad Museum in Green Bay, and was elected Assist. Super at that meeting. Since then he has served as WLD Superintendent and back to Assist. Super again, the job that he holds at present. He was also Chairman of the 1969 MWR Spring Convention in Green Bay. John is also active in the Oshkosh Model R.R. Club, currently serving as president of that organization.

John holds an Achievement Certificate for



Master Builder-Motive Power, won the Best of Show Award at the 1965 MWR Spring Meet in Springfield, and also has an Honorable Mention Certificate from the 1966 NMRA National Convention model contest held at Cincinnati, Ohio.

He is 32 years old, married, with 4 kids, and is City Forester for Oshkosh, Wisconsin. John says, "I believe the NMRA has three main reasons for existing:

(a) to formulate, maintain and promote manufacturing standards in the hobby of model railroading. Many people may feel that this is a dead issue, since the original committees established the standards for the major scales, but witness the necessity of this function of the NMRA with the development of N scale.

(b) to provide information and instruction in the pursuit of the hobby, to members. The NMRA serves these functions in many ways... technical bulletins, tape slide clinics, live clinics presented at the National, Regional, and Divisional meetings... plus many other instructional services too numerous to mention here.

(c) to provide a means of communication and social contact among the members of the organization for their own benefit and enjoyment. The NMRA accomplishes this through the various National, Regional and Divisional meetings, newsletters and personal friendships that have developed solely because of the opportunities afforded in being a (participating!) member of the NMRA."

## Ned Millard

Green Bay, Wisconsin

Ned joined NMRA in 1954 and dropped out two years later. When he moved to Arlington Heights, Ill., he rejoined NMRA in 1958 and has been a member ever since in the Midwest Region.

Ned models Chicago and North Western in HO; he has seventy-five brass engines and forty-five plastic ones, also about two hundred freight cars and forty passenger cars. Ned scratch built the bilevel "400" Push Pull commuter train with four cars, and four older



double deckers they have. The Push Pull train was in the Model Railroader issue of January 1966.

Ned was a member of the Northwest Cannon Ball Club in Arlington Heights from 1958 to 1962 when he and another model railroader started a club in Rolling Meadows, Ill., called North West Society of Model Railroaders. Ned was president of that club for three years. He moved to Green Bay, Wis., in 1966 and started a club there called Green Bay Society of Model Railroaders, and has been president of this club for two years now. He was co-chairman for the Midwest Region Convention in Green Bay in 1969 and has been on the Convention committee in the Winnebago Division ever since. He's received a couple of awards for freight cars in contests in the Winnebago Division.

Ned is forty-four years old and has "been married for almost twenty-one years to a wonderful wife." They have two sons, one in college and the other a junior in high school. Ned works for the Wisconsin Bell Telephone Co. and was transferred there by the Illinois Bell Telephone Co. While the company was out on strike in 1968 he worked at the Railroad Museum removing rusted outer sheeting, lagging, and repainting and numbering the Santa Fe No. 5017. He continued on it, after going back to work, on Saturdays and Sundays.

Ned says, "I have truly enjoyed being a member of the NMRA, as it's an organization where race, religion and nationality don't enter into the picture. In the clubs or at the conventions no one stays a stranger long, as everyone talks

about model railroading and prototype railroading. If you have a problem there's always someone there who can help you solve it. Other members open the doors of their homes to show you what they have. You also get information and Data Sheets which are helpful in building a club or home layout. With all of the people interested in model railroading in this country and overseas, it's just a shame that there aren't more NMRA members."

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**1970 July**

**The Handing of the Gavel**



Frank Hughes, left, hands the president's gavel over to Bill Barber at the banquet.

## **ACHIEVEMENT PROGRAM**

### **Master Model Railroader No. 33**

**Carl A. Lundquist**  
**4440 Kirk Street**  
**Skokie, Illinois 60076**

Although Carl has been a modeler for some time, he first became interested in model railroading in 1965. Since that time model railroading has become the one hobby for Carl. His activities since that time attest to his interests. He says that his reason for joining NMRA in 1967 was to enter a model in the model contest at the National Convention in Miami, Florida. For his efforts Carl received an Honorable Mention Award for his model of a Fire Fighting Car & Tender. After this Convention, and after receiving a couple BULLETINS and Data Sheets, Carl knew that he would have a continuing interest in NMRA.

Carl became interested in the Achievement Program through the efforts of a former MWR president—Ira Falk. Because of his efforts and encouragement, Carl holds the following certificates: Master Builder—Motive Power; Master Builder—Cars; Master Builder—Scenery; Master Builder—Structures; Model Railroad Engineer—Civil; Model Railroad Engineer—Electrical; Model Railroad Author.



Carl is 28 years old, married, and has three daughters. He works in the field of Production Control for a Chicago Electrical Firm. In addition to belonging to a local group—THE FLAT WHEEL SOCIETY—that meets weekly in his area, Carl has become active in the MWR. He has served as Divisional AP Chairman, and is presently Assistant Superintendent of his Division.

With all of the above activities in such a short span of time, Carl has been a very active model builder and a frequent contest entrant. He has four National contest awards to his credit, including a first place for his excellent model of the D&RGW Alamosa Car. Along the way he has acquired 18 Regional Contest Awards, including a Best in Show at the latest Green Bay, Wisconsin, convention. Carl's main interest in railroading is logging railroads. And, of course, his model HO pike—The Lake City Lumber Co.—follows this interest. The pike is a single track main, 5% grades, switchbacks, etc. And, you guessed his favorite motive power—the Shay.

Many who attended the National Convention in St. Louis will remember Carl's fine clinic entitled "Structures From the Ground Up."



#### **To the Misplaced Members in Akron:**

All that we can say is that the printer goofed and the proofreader did not catch the error.

A notice will appear in the BULLETIN in the near future so that others will correct their directory and know that you are in Akron.



# VALPO MEET



The above certificate was awarded to a mystery caboose entered in the Fall Meet. This model, entered by the phantom "Pedro Swartz", was picked up at a close out sale and its builder is unknown. It was entered in the Freight Cars-Advanced category and though "ratty-looking" (wild weathering job), it was close to average in most respects. The contest judges did not know they were dealing with a test case on this model, therefore, it got the same treatment as its competition. While not scoring high enough to win a merit award it did win an Honorable Mention under MWR Kit Contest rules. Conclusion: If ol' Pedro can do it, so can YOU!

Dust off those kit-built cars for next Fall.



WINNERS COLLECT CERTIFICATES



SWITCHING CONTEST Photos by Geo. Pappas

About 168 rails and raillettes attended the Fall Meet at the beautiful campus of Valparaiso University (Ind.). Clinics on closed circuit TV, IBM computer run railroading and a filling smorgasbord dinner highlighted the meet.

There were seven clinics; five demonstrations and two participation clinics. In the participating clinics, Ron Nagy led the modelers to "Making Trees", and Frank Hughes poured hydrocal on wire to "Make Wee People". For the first time viewers of the demonstration clinics received a close-up view of the demonstration through closed circuit TV. These clinics were given by Oddie Henry (Scratch Building Steam Engines), Connie Morrell (Dry & Wet Decaling), and Harry James (Superdetailing Everything). Marion Brasher (Photography) demonstrated the use of various cameras and Chuck Douds (Locomotive Performance) let everyone check his motive power on the complicated apparatus used at St. Louis to check performance.

The Valparaiso Technical School opened their doors to the school layout which was built to experiment with electronic gear. The University computer ran a railroad on tape IBM cards and a print out.

The host group, The Calumet Division, sponsored a "Most Unusual Car" contest which was won by Ron Nagy for a "Barf & Belch Beer Car" which is used to transport hooch on the Chesapeake & Western RR. Ken Mortimer, NMRA Prexy) came in a close second with the electric "thing" called an 0-1-0 pictured on page six.

After touring Valparaiso University and the Gellersen Center labs, the raillettes created beautiful Christmas bulbs from styrofoam, satin cloth and string.

George Pappas showed several excellent railroad movies including a new film from the Brotherhood of Railroad Trainmen, and an NMRA tape-slide clinic.

Some lucky rail walked off with a \$50 brass engine for only \$26 at the annual auction. The number of items were few. Everyone must have been saving up their models for the Milwaukee Convention.

The Smorgasbord banquet with a selection of several meats, several vegetables and a dozen salads was topped off by pie and awarding of Achievement Awards and contest prizes.

The Calumet Division should be lauded for a fine meet. Ken Mortimer arranged for the use of the Gellersen Center, banquet, tour and other facilities at Valpo U. Bob Nelson and his wife handled registration. Tom Devine spearheaded the meet with fine assistance from Ira Falk, Region Convention Chairman.

The Valpo meet is now only a memory to some 168 rails...until we meet again...in MILWAUKEE, MAY 21-23.

# NMRA CONVENTION

Layout tours, Speedbird Fan Trip (see Nov. NMRA Bulletin), Railette Activities and all the NMRA trimmings of a national convention will be yours at London. For the first time in history the National Convention will be held on another continent.

Midwest members will be flying non-stop from Chicago on a BOAC jetliner, August 14. After the Convention three (3) alternatives are available to those taking the special MWR Tour Plan.

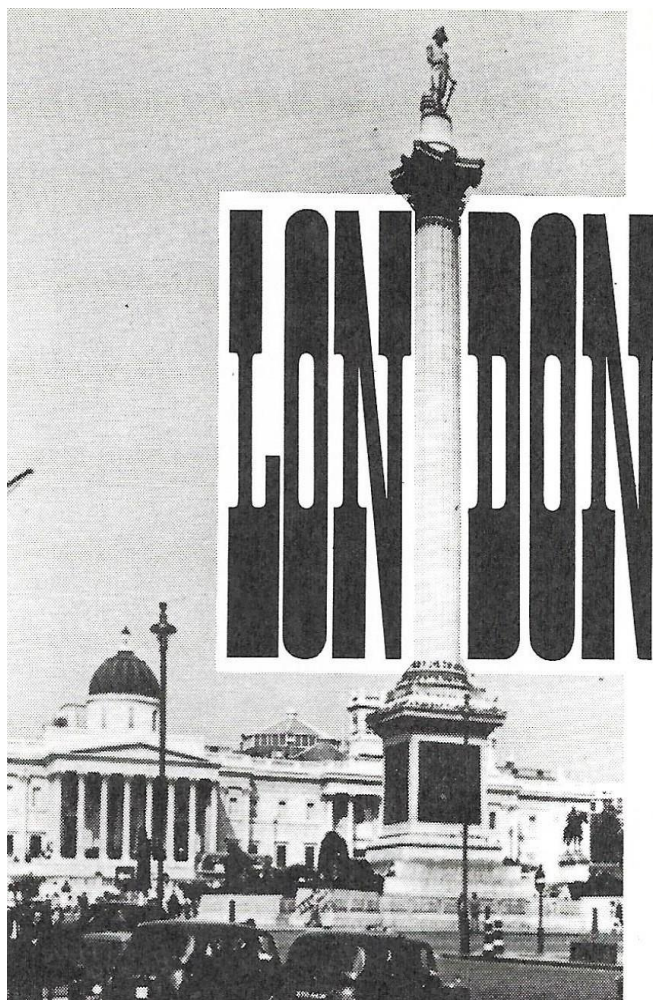
1) Return to Chicago after 7 days of tremendous conventioning and seeing Westminster Abbey, changing of the Queen's guard, Piccadilly Circus, Number 10 Downing Street, and of course, Big Ben.

2) After the convention spend two weeks visiting Britain seeing Edinburgh's Scott monument, John Knox's House, historic Edinburgh castle and, oh yes, Edinburgh's railroad yard. You'll also see Windemere, Chester, Windsor and Stratford.

3) Or two weeks tour of France, Switzerland (see Railroad Mag. Dec. '70 p.28), Germany (see recent Bulletin) and Holland. You'll see the Eiffel Tower and the famous Paris French National Railway Depot. You'll go to the top of Mt. Pilatus on the world's steepest cog-wheel railway. Special trips have been arranged to the Museum of Transport and Communication with its exhibits of model railroads, the St. Gotthard Railroad and tunnel.

AND THERE IS MUCH MORE TO SEE!!

At this writing there is still room on this special MWR flight. Contact Intertrav Corp., 120 E. Ogden Ave., Hinsdale, IL 60521. If the flight is completely filled, then it was filled while this WAYBILL was being printed and I'm sorry. Two Thousand members and at least 1500 wives are reading this right now. Write or better yet, call Intertrav right now for your reservation.





1971 January

WAYBILL 20<sup>th</sup>! First one was December 1951

# WAYBILL IN IT'S 20th

On December 1, 1951, the first issue of the Midwest Region "WAYBILL" was published, due primarily to the efforts of G. William Lang with the assistance of Roger B. Deatherage.

The first issue was a four-pager 8 1/2 X 5 1/2 which listed 10 hobby shops including All-Nation Hobby Shop, and Simonsen Model Supplies.

There were several very short articles. The lead construction article explained how to control two rotary machines with one wafer switch.

This issue included a photograph of Ziemann, Lang, Peterson, Deatherage, Reynolds, and Scott. These were the BOD members at the time.

The issue was printed in black ink on slick white paper each month. Its heading was the very same heading that your editor used for the October issue.

Editors	Years
G. William Lang	1951-52 (2 issues)
Robert E. Johnson	1952-56
Bernard Pollock	1956-58
Donald Davis	1958-63
Glenn Pizer	1963-65
Robert Nelson*	1966-68
John D. Tomandl	1969 (3 issues)
Wally Lloyd	1969-70
Stephen Shoe	1970-

\*Bernard Hotzel was co-editor in 1966 for a few issues.

Each editor has given much time and energy to the MWR and to the success of the WAYBILL. Some have gone on to other position in MWR.

G. William Lang and Robert Johnson (after serving 8 1/2 years in some official capacity) received the Midwest Region Merit Award. Pollock and Lloyd became directors and Wally Lloyd is presently the Region Secretary. Nelson is presently the Region Treasurer.

In comparing the issues of 20 years ago with this issue all we can say is, "You've come a long way Baby!"



"...if you just plan your vacation trip carefully enough--you're bound to find a town with a hobby shop you've never visited before!"

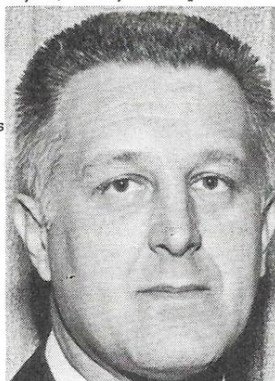
**1971 Feb – March**

**“PLAIN OLD MEMBERS”**

**DID YOU KNOW?**

There are many modelers working for the POM (Plain Old Members) that you never hear about. It is with great appreciation to these un-sung workers that we list them in this column. We suggest if you have a question, suggestion or just a thank you, that you drop them a line.

Membership Activities  
Chairman  
Stan Guyer  
1003 Sunset Court  
Rockford, IL  
61102



Achievement Program Chairman  
Bob Steele  
510 Welch Avenue  
Madison, WI 53704

Clinic Planning Chairman  
Tom Devine  
RR 1, Box 200A  
Cedar Lake, IN 46303

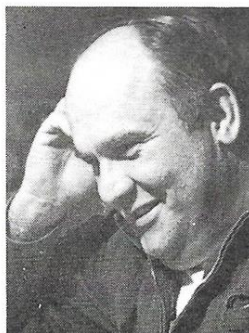
Model Contest Chairman  
Fritz Stunkard  
8416 Kraay  
Munster, IN 46321

Photo Contest Chairman  
Jim Klinger  
P. O. Box 31  
Rockford, IL 61105

Raillette Chairlady  
Doris Nelson  
1324 Oak Street  
Danville, IL 61832

Promotion and Public  
Relations Chairman

Ned Millard  
3820 So. Clay Street  
Green Bay, WI 54301



Convention General  
Chairman  
Ira Falk  
2937 Chase  
Chicago IL 60645

1971 Spring Convention Chairman  
Wayne Schroeder  
5311 N. Ninth Street  
Milwaukee, WI 53225

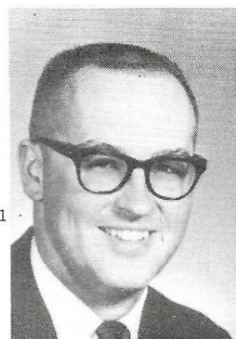
1971 Fall Meet Chairman  
Fred Terbilcox  
5306 Coney Weston Pl.  
Madison, WI 53711

Robert Dunham  
5526 Marsha Drive  
Madison, WI 53705

London Tour Chairman  
Bill Barber  
4837 Seeley Ave.  
Downers Grove, IL 60515

Convention Publicity  
Open

Division Activities  
Chairman  
John Frazen  
745 Grove Street  
Oshkosh, WI 54901



Established Division Chairman  
Dick Pohlman  
8250 So. McVicker Ave.  
Oak Lawn, IL 60459

New Division Promotion Chairman  
Wayne Schroeder  
5311 N. Ninth Street  
Milwaukee, WI 53225

Teenage Model Railroad Association  
Liason - Open

Parliamentarian  
Bill Herbig  
6322 Robin Hood Drive  
Anderson, IN 46014

Nomination Chairman  
Frank Hughes



SOMETHING YOU CAN DO.

With the demise of the 101 NMRA reorganization committee, and the absence of a modified 101 at the present time, we still have the Area Vice Presidents to represent the regions in the National Executive Council. Charlie Kent is our Central Vice President representing our Midwest region along with the Mid-Central and North-Central regions to the East of us.

Charlie has done his best to fairly represent these three regions, but he lives in Pittsburgh, Pa. That is quite a long way from the MWR and it is difficult for him to assess the needs of the MWR when representing us at the National level. Now Charlie is vacating this post, leaving it open to new candidates at the spring election.

Two very able men have been nominated for Central Vice President to replace Charlie Kent. These men are: ex MWR President Frank Hughes, one of the best organizers I have ever known, and Larry Lauer, ex North Central Region President and a very popular model railroader. At first it looked like Larry might run unopposed as Central Vice President. But then Frank Hughes threw his battered, many railroad heralded cap into the ring. Now the Detroit candidate has some real competition with Frank Hughes running for this office. Frank wanted the NMRA reorganization patterned after the MWR constitution, if he secures this post, I am sure he can sell it to the National Board of Trustees.

Frank lives in Indianapolis, which is in the Southeastern part of the MWR and just west of the Mid-Central and a little south and west of the North-Central Region. The location could not be better to keep tabs on all three regions. We have about 2000 members, the largest in the area. So when the ballots are issued in the "Bulletin", let's mail in 2000 votes and elect Francis T. Hughes for the next Central Vice President. Let's hook the throttle out to the last notch. Sorry Larry!

*Bill Barber*

1971 April



Photo courtesy MODEL TRAINS

By Russ Larson

The WISE Division, host group for this year's MWR Convention announced that preliminary convention plans are now finalized. The program now taking shape resembles the type you'd expect for a national convention. With this year's national to be held in London, the Midwest Convention could be the biggest model railroading event in North America in 1971.

Convention highlights: clinics by well-known model railroaders from coast to coast including W. Allen McClelland, Ken Mortimer, John Allen and Linn Westcott; tours to outstanding model railroad layouts in the area; a fan trip on the Milwaukee Road; a banquet; a trip to the Port of Milwaukee to watch the Chesapeake & Ohio's car ferry unload freight cars; plus tours of Model Railroader magazine's offices and Wm. K. Walther's new plant.

An equally exciting program is planned for the Railettes. Free babysitting will be provided so the ladies can enjoy their program which includes: craft type clinics; a Saturday luncheon featuring fine food; tours of the Milwaukee Art Center, Mitchell Park Conservatory, the Per-

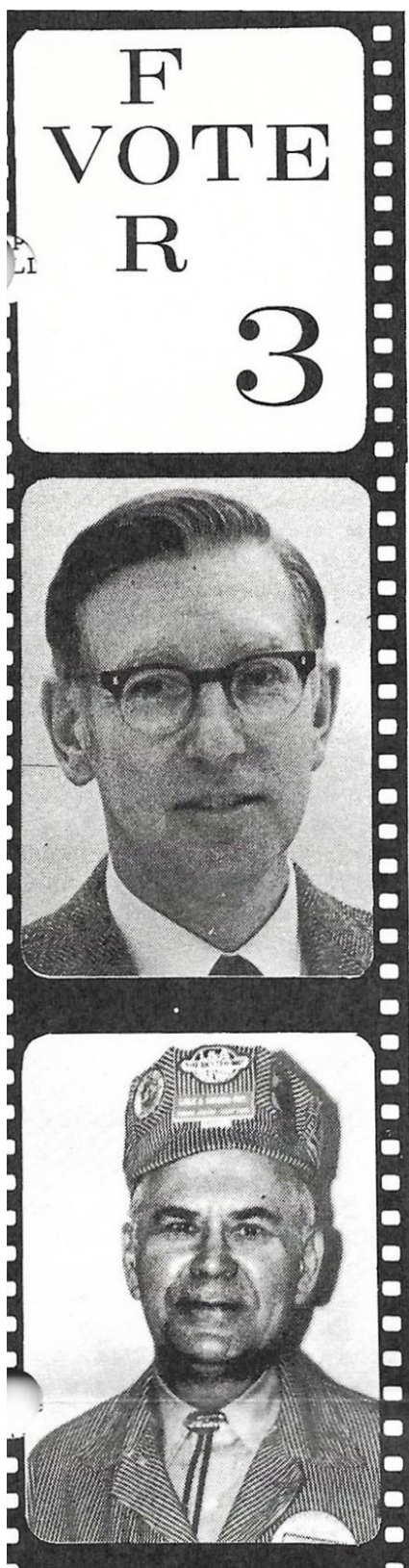
forming Arts Center, the Milwaukee Museum, and two of Wisconsin's finest shopping centers.

Milwaukee is a model railroading town. The NMRA was founded in Milwaukee on Labor Day weekend, 1935. The Model Railroad Club of Milwaukee is one of the oldest in the country. Model Railroader magazine is published in Milwaukee. Many well-known suppliers of model railroad products are located in the metropolitan area including American Train and Track Corp., Lal Woodworking Co., Mil-Scale Products, and Wm. K. Walther's, Inc.

For those who like prototype action, there's plenty to see in Milwaukee. Milwaukee's heavy industry, her breweries, and her fine port, generate a large volume of railroad freight traffic. Milwaukee is served by the Milwaukee Road (main facilities), Chicago & North Western, Soo Line, Chesapeake & Ohio, and the Grand Trunk Western. A fan trip on the Milwaukee Road and a prototype switching demonstration are but two of the prototype activities scheduled for the convention.

Make plans now for an unforgettable weekend of model and prototype railroad action in Milwaukee, May 21, 22, and 23.





THIS is your opportunity to change the MWR BOD picture. Mark your 3 X's on the ballot page 5 and send it to Bob Nelson by return mail.

---

WILLIS 'BILL' EHLERT operates a 5'X 10' layout called the Wisconsin & Northern RR. in Madison, WI. He first joined the hobby in 1965 and the NMRA two years later. For the past two years Bill has served on the BOD of the South Central Division and has been Program Chairman for 2 years for SCD.

"If I'm elected I will take a special interest in promoting and developing more tape-slide programs for the hobby. I feel that this will strengthen the hobby by encouraging others to try the techniques of fellow modellers. I would like to further encourage modellers to work in the achievement program by developing new ways for modellers to participate in the program. I am especially concerned about those modellers who are not near division organizations and find it difficult to work in the achievement program.

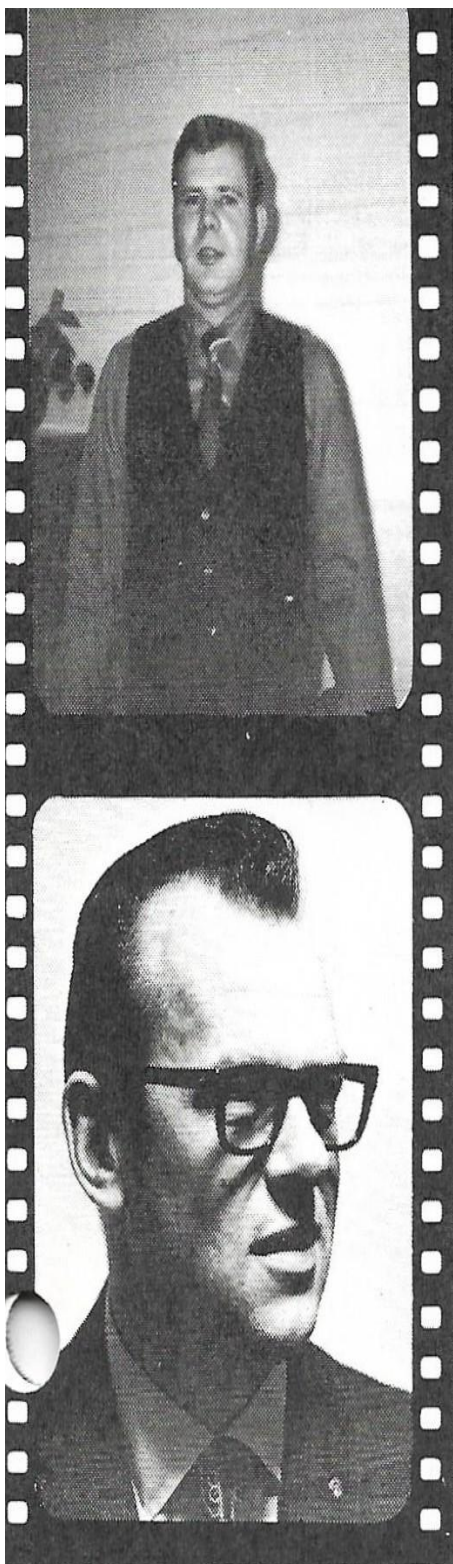
"Finally, I would like to see developed a visitation program within the Region in which groups of modellers from one division might visit another division in a Region satellite program. These visits would take place during the interims between our two Regional meets in the Spring and Fall. A program of this sort would promote fellowship and a greater sense of Region unity.

---

EDWARD J. JANECEK operates the Lisle and Astoria Rwy (23 X 7-HO) out of Lisle, IL. He belongs to the FERD group, Illinois Railway Museum and was chief organizer of the DuPage Div. Ed joined the hobby in 1959 and the NMRA the following year. He collects patches of railroads, museums, clubs and boasts of 415 and still looking for more.

"If I'm elected I will endeavor to search out the new comers (Region or Division level) and introduce him into the NMRA organization, because from these "loners" come future NMRA officials. I believe the start is from the Division and up.

"I believe the NMRA is the best type of organization where you find fellowship, help in the hobby, plus satisfaction of helping others with their problems. I will strive to get more divisions organized.




---

HARRY ROMANETZ of Waukegan, IL, operates on the Watchung Valley Railroad, Chicagoland Division (34 sq. ft.-HO). He began modeling in 1953 and in 1966 joined the NMRA and was president of the Watchung Valley Railroad Club for 3 years. Harry holds a Chief Dispatcher Achievement Certificate and likes to scratch build. Harry is famous in Chicago for "Happy Harry's Hobo Haven" (better known as the garbage can) which took 1st place in last springs convention, diarama.

"If I'm elected I will do what I can within the scope of director to further the MWR, NMRA, and suggest and support any policies I feel will help the general membership, and devote the time necessary to meet this end.

---

WAYNE G. SCHROEDER operates the Great Northern Railroad (Kalispell Division) (27X32-HO) out of his home in Milwaukee, WI. In 1960 Wayne began modeling and joined the NMRA in 1963. He served on the NMRA National Promotion Committee and is presently serving on the NMRA Public Relations Committee. He is MWR Promotion and Club Liaison Chairman, WISE Div. Super, and Spring Convention Chairman this year. He is interested in anything Great Northern, model building and is working on electronic and special controls for his layout.

"If I'm elected I will continue to promote MWR NMRA and model railroading in general, make the new and old member feel welcome at all meets, destroy that clique image and take the politics out of our hobby and put model railroading back in.



1971 April

## WAYBILL OPINION POLL

As of March first, 56 MWR members had responded to the WAYBILL OPINION POLL. Although the percentage of replies shows a poor representation of the total MWR membership, it does reveal some rather interesting things.

When first, second and third choices were lumped together 69% of the respondents chose clinics as the most important reason for attending, with home layouts and fellowship following close behind.

I ATTEND BECAUSE	I DO NOT ATTEND
Clinics 39	Too far to travel 24
Home layouts 32	Too expensive 15
Fellowship 27	Poor time of yr. 9
Contests 25	Poor clinics 5
Fan trips 17	No banquet 3
Banquet 11	Poor contest 3
RR movies 11	All others had two or less votes.
Auction 11	
Mfg. Displays 10	

Saturday was chosen by 64% as the best day for meetings.  
SATURDAY 36, SUNDAY 24, FRIDAY 4.

The number traveling by car was almost unanimous.

Almost all of those that replied added additional comments which were both constructive for the convention committees and encouraging to your editor. We would like to reprint a few excerpts from a select few.

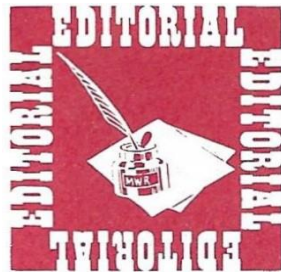
"I would like to see swap or private sale tables, say for a fee of \$3 per table to go to MWR treasury. (EP)... If one does not like banquets, he can simply get his ticket, attend the meet and skip the banquet. (JB) ... Fan trips are good if they are trips. Otherwise, forget it. (RB) ... The meal at the Valpo meet was the greatest! (NT)... I would like to see an "Information Desk" manned at all reasonable times by experts on the town and the convention or meet. (KK) ... I would like to see the convention hours changed to something like 1-6. (PD)...

"We need more organization and accurate timetable schedule of convention activities. If a newcomer finds himself standing around, chances are he will not look forward to attending another convention. (DM) ... I don't believe \$2 or \$3 dollars for a meal and an extra hour have anything to do with attendance. (NMC) ... I realize a majority of the membership is in Northern Illinois but I feel Central Illinois should be represented occasionally and be allowed to control the meet. (Anon)... We need more advanced time for the information about the costs, times, etc. Need more than a few days to clear funds from the family budget. (FS)... Without a banquet when would the awards be given? (JP)... Lets have less mutual admiration at the convention, (CD) ... and waiting around. (FS) ... With 4 children all under 12, I can't attend unless it is close enough to return home the same night. Can't afford to stay over night with four children. I would take all the extra money I could use for the auction. (WO) ... Do they ever hold interdenomination church services? (GT)

"Perhaps the region could come up with a "fan trip" that includes the meet. Leave Friday eve with a private car or two, go to the meet, hotel, convention, and return trip all in one fee. Due to drops in passenger service, perhaps a train might even have to be a bus. (EM)

Your editor found the Opinion Poll responses very rewarding and we are now planning our next one. Thank you.

**1971 July**



#### HONOR REGION?

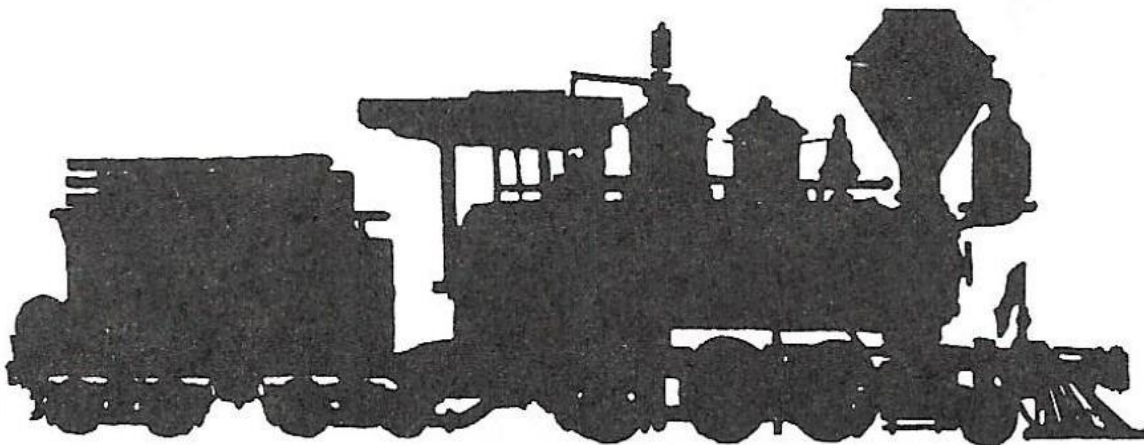
Bob Bast, Office Manager for the NMRA has informed us that MWR is very close to being given the Honor Region Award this year. Here are the requirements and where we stand.

	Membership	Life Membership	100% Clubs
GOAL	2323	180	12
ACTUAL	2334	178	12
	11	- 2	0

Yes, we are only short 2 life members. If you or a close friend have been putting off sending in your life membership...do it today. To the best of my knowledge it must be received by July 31. Will you help us out?

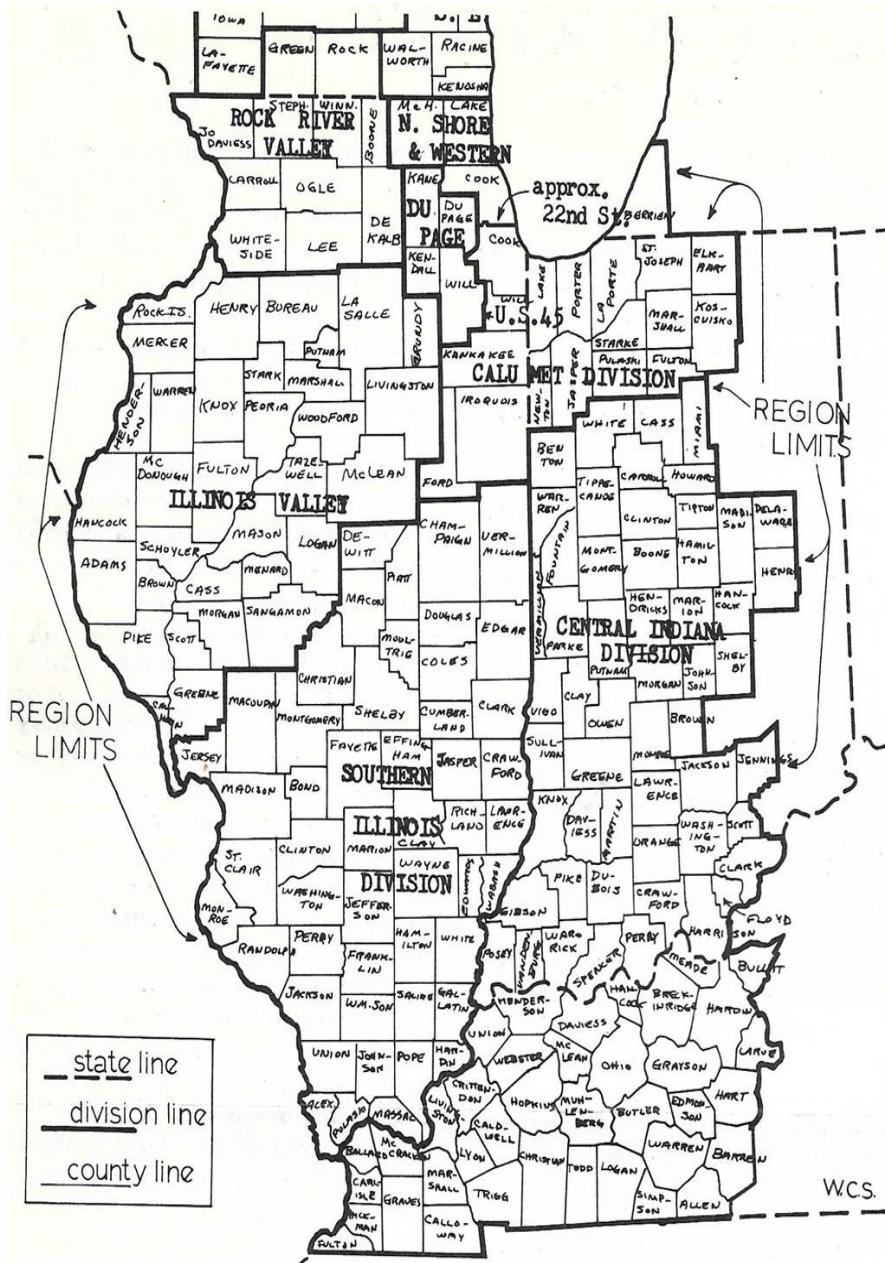
This is an opportunity for you to make a genuine contribution to the Midwest Region, your region. Talk someone into sending in their \$100 for life membership. MWR is the best region... lets prove it by winning the Honor award.

**1971**





1971 October – November



THE DIVISIONS OF THE  
MIDWEST REGION -  
NMRA.

1972

0 20 40 60 80 100  
scale in miles

At the left is a map showing the new boundary lines of the MWR Divisions as approved at the July 16th BOD Mtg.

County lines form the boundary lines for the most part. The break through Chicago is: Calumet Division - Zip Codes: 60608, 60616, 60623 and 60650 and South. All Zip Codes North of these are North Shore and Western Division. Suburbs: Calumet Division - Berwyn, Broadview, Cicero, North Riverside and Westchester and all towns south of these in Cook County. North Shore and Western - All towns North of these five communities in Cook County.

There were no changes in the Wisconsin and Upper Michigan portions.

Our thanks to Bill Schaumberg for drawing up the map for reproduction.

SUPPORT YOUR DIVISION.

## 1971 December

### MID - TERM REPORT

With a successful and interesting Fall Meet behind us, we have reached the half-way point in the year. My remarks will constitute a State of the Region report to you. My hope is that those of you that feel so inclined on what I say, will write to me and give me your views.

Besides the work of arranging meets, publishing the WAYBILL, and paying bills, your BOD has been doing and considering many items that will effect all Region members.

First of all, the entire Region is now divisionalized. While several things have or will need to be settled about that, it remains that every NMRA member in the MWR is now in a Division. So if you want to join in Division activities and haven't done so, give it a try.

Another item the BOD will consider is a recommendation for inclusion of Division activities toward the Volunteer Achievement Award. Hopefully, a list of recommendations along with a motion to adopt them will be presented to the NMRA BOT next Spring.

Finally, the BOD is in the process of putting the Region on a more business-like budget. Thanks to your fine attendance at our past several meets, the Region is in a sounder financial position today.

Other considerations such as Bi-Regional Meets, stimulating more Division activity, and Regional reorganization will be some items that YOUR BOD will consider in the months ahead.

If you have any thoughts or ideas about any of the topics I've mentioned, write me. I am interested in what you think the Region should be doing for the membership.

*Bill Ehlers*

### A GOOD RESOLUTION!

In the past few months as Editor of the WAYBILL and Chief Clerk of the Cal. Div. my wife and I have had the pleasure of meeting some very wonderful people.

It would be a great disservice to these people if I were to assume their friendly manner comes only because I am WAYBILL Editor. No! these people are people, the backbone of our hobby, the heart of the NMRA and MWR. They were always there, we weren't.

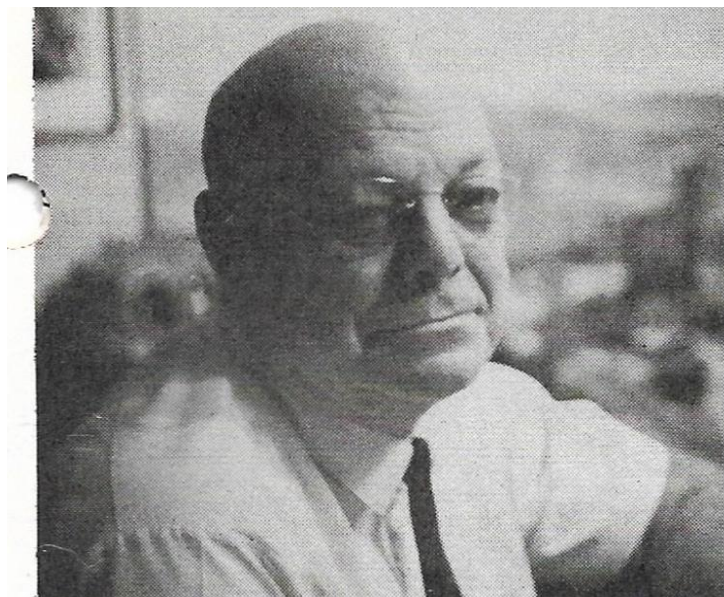
I have also found a significant number of wives who would like to know more about our hobby, maybe even share it with us. My wife and I are blessed in this way, we do share the hobby.

While most of us will make a resolution or two for the new year why not throw in an extra one. In '73 let's come to the local Division Meets, shake hands with a few people and find that there are many friends in the hobby. Why not even at one time or another bring your wife along and explain to her what is going on and the next time you bring a package home from the hobby shop you can show her what it is.

*Windy*



## 1972 January Bob Steele becomes MMR #10 IN THE MWR!



### MMR GOES TO BOB STEELE

As President of the Yaraha Valley Railroad (see pass in the December, 1971 issue of the Waybill). Bob Steele has had the experience of building a smooth operating railroad in his spare upstairs bedroom in Madison, Wisconsin. By combining his talents and abilities with a desire to aid other modelers, he has now become a Master Model Railroader.

Bob is presently the MWR Chairman for the Achievement Program. He suggests that all modelers get into the Achievement Program. Write him at 510 Welch Avenue, Madison, WI53704 and ask for the requirements. (A stamped self addressed envelope would be appreciated.)

**1972 January**

## **EXTENDED BOUNDARIES**

### **B. O. D. EXTENDS DIVISION BOUNDARIES**

The boundaries of the Illinois Valley Division were extended to include the Rock Island County at the December 12th MWR Board of Director's meeting.

Thirteen attended the BOD meeting which was held at the DuPage County Home in Winfield, Illinois. The budgets for RAILFUN and the Fall Meet were approved. \$150 payment to the host division out of the Madison 1971 Fall Meet profits were approved. This represented 20% of the total profits and was in accordance with the MWR By-laws.

Stew Marshall was appointed to head an NMRA 1976 National Convention Bid Committee. The national will look toward the Midwest for a bid for that year's convention.

The board approved the 1972 MWR budget. A future issue of the Waybill will carry the complete budget. For more details of the meeting, members may contact their Division Superintendent.

**1972 January**

### **NEW COMMITTEE CHAIRMEN APPOINTED**

Karl Johnson, 319 E. Goebel Dr. Lombard, IL 60148, will replace Les Gaskill as Waybill circulation manager.

Bob Barth, 2648 W. Foster Ave. Chicago, IL 60625, replaces Wayne Schroeder as membership promotion chairman. His present task is to completely divisionize the MWR.

Art Everett, 4925 N. Monticello, Chicago, IL 60625, will temporarily replace Bob Nelson who is moving out of the Region.

Stew Marshall, 22W060 Stratford Court, Glen Ellyn, IL 60137, will become the Regional Clinic Chairman due to the resignation of Tom Devine.

Carl Lundquist MMR, 4440 Kirk St., Skokie, IL 60076 will become the Waybill editor after the Post-Convention issue. Steve Shoe's resignation will take effect with the completion of that issue. '



GUEST EDITORIAL:

As you know, ours is an organization based on common interest, run almost totally by unpaid volunteers. Many fellow railroaders give of their time to serve as officers and event chairmen to provide the organization members with activities geared towards furthering our hobby interests and fellowship.

On a regional level, the most important of these activities are the bi-annual conventions, our three day Spring and one day Fall Meets. The greatest majority of those who have attended any or all of these affairs will attest to their worth, and will agree that this program should continue.

However, to continue this program, sponsors must be found to host these meets. We, of the MWR are fortunate in that division sponsors are had for all meets through 1972. Although one might think the future is assured, it is not. We do not meet the "Rule of Thumb" that commitments for this type of event be had for a minimum of two years in advance, and as of today, only 50% of the minimum advance commitments are sponsored.

I would like each of you to think about sponsoring a Region meet in the future. Discuss this with your local division members to determine if there is interest. There is currently in preparation outlines to assist in the planning of meets, and a recent by-law change has eased coordination and will eliminate some past problems.

Anyone wanting information on sponsoring a convention should contact his local division superintendent, or contact the writer directly.

Harry Romanetz  
Director, Convention Activities

**1972 March**

**ELECTION TIME**

# **WANTED**



HUNSAKER



MARSHALL



NICHOLS



ROMANETZ

RENNAKER  
(not shown)



MILLARD

**YOUR VOTE!**



## ELECTION TIME AGAIN

JIMMIE HUNSAKER

I have been a member of the NMRA and MWR since 1959. My railroading began when I was 8 years old with a Marx electric train set. I progressed up the chronological ladder through Marx, American Flyer, Lionel, and finally HO in 1956.

One of my favorite facets of model railroading is visiting individual layouts and model railroading clubs. These visits are not only for viewing but for exchanging ideas, by sight and discussion. Also for the friendship and fraternal order which is present with modelrailroaders. This is in my opinion the nucleus of model railroading regardless of gauge, race, color, or creed. I have spent many an enjoyable evening with model rails my most recently with the Salt Creek Model Railroad Club in Elmhurst.

My present layout is 14'X32' based upon coal operation in central and southern Illinois. The prime power is current day second generation diesels and rolling stock.

My activities in the MWR have been connected with the region meet at Springfield in 1965. I was one of the guides at the C&M yard tours as well as one of the hosts. Currently I'm serving as Chief Clerk for the Illinois Valley Division of the MWR.

I attended my first National convention in Chicago at the Silver Anniversary Convention in 1960. Many more have been attended and enjoyed since.

I am 32, married and have two sons. My wife Annette, and sons Matt (4), Allen (2) are all involved with my layout plus the boys are real train nuts as well.

I speak for all NMRA members when I say I enjoy belonging to this organization. But I also believe all new model railroaders should be introduced to the benefits and services of the NMRA and MWR.

STEW MARSHALL

I purchased my first Model Railroader magazine in November 1948 and started a club in high school in 1952. But really got involved when I joined NMRA in 1965. I used the directory to meet new friends when I traveled, getting to know many modelers in Dayton, Ohio, and subsequent

ly moving there. In 1968 I moved to Glen Ellyn and started a Monday night work group.

Out of this grew the DuPage Div. and also Div. "0". I presently am serving as Div. "0" Super, RAILFUN Chairman, plus Super of South Troy English and Wickliffe Railway, a 170' point to point layout featuring card order operation, code 83 & 70 rail walk around controls and scenery. See the layout at Railfun 72, May 12, 13, and 14.

NED MILLARD

I joined NMRA in 1954 and dropped out for two years. Then rejoined NMRA in 1958 and have been a member ever since in the Midwest Region.

I have truly enjoyed being a member of the NMRA as its an organization where no one stays a stranger long, as everyone talks about model railroading and prototype railroading. If you have a problem there is someone who can help you.

Information you get from Data sheets and other modelers are helpful in building a club or home layout.

I think the best ad I have seen for NMRA is the one in the February issues of the model magazines by Pacific Fast Mail.

JERRY NICHOLS

I have been model railroading since 1959 in HO but changed to HOon3 in 1968. I have a 12 by 16 foot moveable layout under construction using code 70 rail on handlaid ties and scratchbuilt stub turnouts.

I am currently the Secretary-Treasurer of the Oshkosh Model Railroad Club and the Editor of the Winnebago Division's newsletter, The Whistle. I am serving my 4th and final term as Division Superintendent, giving up the post in April.

I am married, no children, and a TV Technician by trade. I have an Achievement Certificate for Association Volunteer and a 1st place Novice in the structure category from the Oshkosh club's annual contest. I have attended five Region Conventions, the latest in Milwaukee and Madison.

I believe that the Midwest Region should support the NMRA and promote

model railroading, especially in and at the Division level as I feel that there are a lot of model rails that for one reason or another just never get to the Region Conventions. Mostly think, due to the distance and cost that many must go. Division meets are held locally and generally cost next to nothing to attend. This is where we should make contact with the modelers.

The Region has come a long way since I first joined the NMRA way back in 1961 and it has a long way yet to go. If there is some small contribution that I can make to help it along I should be happy to do so.

HARRY ROMANETZ

I would like the opportunity to again serve as director-at-large of the Midwest Region. During the past year while filling an un-expired term, I have been serving as Director of Convention Activities. I have been very active in the capacity and have not missed a BOD meeting since assuming this post. I have attended all MWR conventions since moving to the midwest.

I am 34 years old and have been an active model railroader for 15 yrs. During this time I have earned my Chief Dispatcher Achievement Certificate, have served as President of the Watchung Valley RR Club for 3 years, have won 1st place display, 1st place structures and Best of Show in model contests, have written articles for the WAYBILL and the BULLETIN, had a centerfold picture published in MODEL RAILROADER and have served on various division & regional committees.

WILLIAM RENNAKER

I am 28 years old. My job is a pipefitter at Delco Electronics in Kokomo, Indiana. I have been interested in model railroading for 6 years.

I have belonged to the NMRA for 3 years. I've served on the Central Indiana Division BOD for two years.

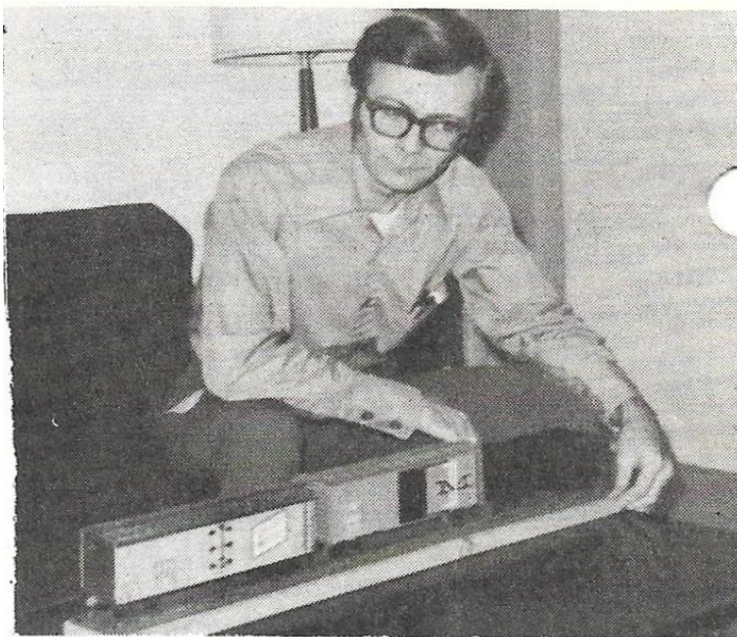
The name of my railroad is the Deer Valley Railroad. I have approximately 250 feet of track already laid. My layout is 12' X 22'. I like to scratchbuild the switches, crossing, etc. concerning the layout. I have scratchbuilt a locomotive and a few cars.

Bill Barber, Nomination Chairman



1972 March

## LET'S GET ACQUAINTED: Karl M. Johnson



### LET'S GET ACQUAINTED

This issue of the WAYBILL is the second issue sent out by the new Circulation Manager, Karl M. Johnson. After attending schools in Pennsylvania, Ohio and Michigan he received his Bachelor of Science in Electrical Engineering from Youngstown State University (OH). Karl resides with his wife, Marilyn and their son Erik (3 1/2) in Lombard, IL.

Karl is a Staff Supervisor for GTE Automatic Electric Laboratories in Northlake, Illinois. He became a model railroader in 1954 and joined NMRA two years ago. He has a 400 foot main line in HO on his 13'X24' layout, although his secondary interest is O traction.

If you move, send your change of address to Karl Johnson.



**1972 April**

## **Midwest Region Convention**

### **WHAT'S IN IT FOR ME?**

The Midwest Regions annual Spring Convention will soon be upon us and we must decide whether or not to attend. Ask yourself, "What's in it for me?"

If you have not attended the big three day meet then go. This meet will offer an opportunity for you to visit some of the finest layouts in the area, both individual and club. There are 15 listed for the tours and something of interest for everyone.

There will be clinics by some outstanding names in the hobby. If you go to a clinic and come away with only one new idea, it was worth the trip.

If building models or taking pictures are your bag then enter our contests. The categories are many and should appeal to everyone's taste. Why not show everyone what you have been doing.

Bring along that old equipment which you have not used for a while and put it in the silent auction.

Finally the one thing that our meetings are really about--meeting new friends and catching up with news from your old friends. Beside all else, model railroading offers fellowship and is the real frosting on the Midwest Region's cake.

See you at RAILFUN '72.

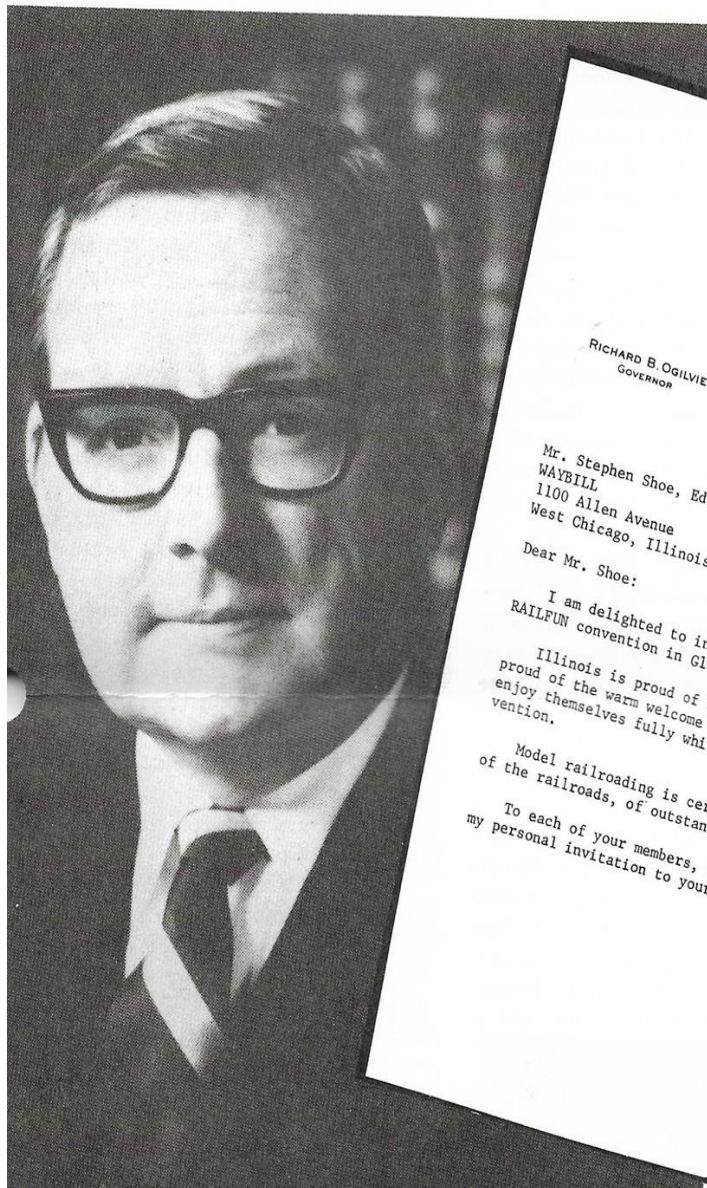
A handwritten signature in dark ink, reading "Marvin Becker". The signature is written in a cursive, flowing style. The first name "Marvin" is on the top line, and the last name "Becker" is on the bottom line, with a long horizontal stroke extending from the end of "Becker" to the right.

1972 May - June

CONVENTION Governor Invitation!

RAILFUN

NEWS



STATE OF ILLINOIS  
OFFICE OF THE GOVERNOR  
SPRINGFIELD 62706

RICHARD B. OGILVIE  
GOVERNOR

March 14, 1972

Mr. Stephen Shoe, Editor  
WAYBILL  
1100 Allen Avenue  
West Chicago, Illinois 60185

Dear Mr. Shoe:

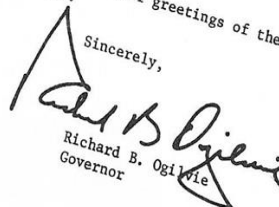
I am delighted to invite all Midwest model railroaders to the forthcoming RAILFUN convention in Glen Ellyn, Illinois.

Illinois is proud of her history as the Land of Lincoln, and just as proud of the warm welcome we give to visitors. I am sure your members will enjoy themselves fully while in Illinois, as well as the events of the convention.

Model railroading is certainly a fascinating hobby, and with the decline of the railroads, of outstanding historical importance.

To each of your members, I extend the official greetings of the state and my personal invitation to your convention.

Sincerely,

  
Richard B. Ogilvie  
Governor



1972 May- June

# LADIES;

## CONVENTION

COME AND ENJOY THE WHOLE THING!

Gone to conventions before and received your own convention package filled with all the latest on glues, goos, trucks, couplers, kits and cars? That's fine and good...for the men, but they've already gotten the same package. How about a "ladies only" that includes a current craft catalog, a copy of a craft magazine of women's interest, brochures with information on local places of interest such as museums and gardens and popular shopping places? That's what we're planning for you at RAILFUN '72.

Look over your package Friday night, and consider what's most appealing, then decide to join in on the raillette program or tour independently.

Raillette highlights appeared in the last issue of the Waybill; add to those already mentioned, a visit to a one-time mansion whose rooms now house gifts, antiques, fashions and gourmet foods for pleasurable shopping. Door Prizes are in the itinerary too. The activities have been planned with enough time afterwards to allow you to relax and get ready to join the men for a delightful evening at the banquet.

Do come! Enjoy your half of the convention while the men enjoy their half; together all can enjoy the... WHOLE thing!

◀ Harrison Mr. Sound Effects  
Koester: Mr. R M C ▶

GLEN ELLYN



MWR RAILFUN 1972

By Bette Schaumburg





**1972 May - June**

## **The MWR IS HUGE!**

AND...IT'S ABOUT TIME!

MWR covers about 120,000 square miles of land. It is 775 miles from one end to the other end. There are 2600 MWR members in the Region, which is more members than any other region.

The problem of size is always evident when conventions are held at the far ends of the region. The problem of divisionalizing the region has proved that the region is too large to be conquered.

IT'S ABOUT TIME we divided. Not into two regions but into three regions; Wisconsin, Indiana and Illinois. Western Kentucky and lower Michigan would have their choice of regions.

There are three criteria for forming a region.

1. Is the membership large enough to support a publication and convention? Presently there are a couple of regions that have less membership than any one of these states. They are functioning well.

2. Is there leadership? It's quite evident that the leadership is waiting in the wings. One needs only to go as far as the masthead of the Waybill for the last three years to see the quality of leadership available in these three states.

3. Will the new region have enough money to operate? There are at least five DIVISIONS that are presently operating on a scale larger than some NMRA regions. They have been able to finance their publications, and meets.

Indianapolis, Madison and North Shore (Chicago) have divisional meets larger than some regional conventions. In fact, they have had larger meets than some of our regular MWR meets.

AND...it's about time we divided and multiplied.

*Steve*



**1972 JULY THROUGH AND INCLUDING SEPTEMBER, I, John Coy, do not have these Waybills in my possession. If anyone does, please contact me through the MWR. Thank you.**

**1972 June Charles F. Martin became the 11<sup>th</sup> MMR in the MWR.**  
Martin would later found the “Eternal Order of Empire Builders” in 1973 which became the Great North Railway Historical Society in 1979.

## Achievement Program's MMR No. 41



Charles F. Martin  
1611 Cleveland St.  
Evanston, Ill. 60202

Charles Martin is one of the old timers to become a MASTER MODEL RAILROADER. Following is his interesting history as told by him.

"Had my father perhaps, explained to me about girls before showing me the 'Little-Railroad-Engines' at the Chicago Century of Progress in 1933, my life-style might have been patterned in another fashion. As it happened, however, the steam locomotive, to the puzzled consternation of my wife and three children, has about the same attraction for me as a pear-shaped derriere.

"By 1935, I was a confirmed railroad 'nut', modeling C&NW power in 17/64s, and otherwise 'soaking up' the various facets of the operations in the Chicago area. Part of this, at least, was due to

the fact that my creative ability, developed in early art schools, was stopped 'cold' by the depression, and fascinated by the sheer drama of working steam, the sounds, the shapes and the action. I turned to railroad modeling as a medium of expression for my own satisfaction.

"While born in Tulsa about the same time as the US Railroad Administration, I was quickly transplanted to Evanston, where I still live. Fortunately, I've managed to see most of the country by rail (with particular emphasis on the motive power) up until the present chaotic situation, and have made many 'private' fan-trips to see special operation first-hand.

"I was lucky to have been in service with the CMStP&P as a management trainee in the Perishable Freight and Refrigeration Dept. and furloughed to military service from the Office of Chief Engineer, M/W, PRR, Western Division. Upon being discharged at the end of the war with the Army as CO, 'A' Company, 651st Tank Destroyer Battalion, I took the opportunity to ride the 'tops' as a student headend-brakie through the Blue Mountains of Oregon. This was a time when the Union Pacific assigned five 'Bull-Mallies' to every ninety car consist working out of LaGrande. In time I remembered the girl I left behind, and like Ulysses, completed my return from the wars.

"While railroading is in my blood, my hedonistic need for creature comforts, influenced probably, by early environmental conditioning, reduced me to being a professional architect during the intervening years. With a basement full of your personal HO empire, with a benevolent management, a never-faltering revenue, a dedicated operating crew hard at work in the 'Golden Age of Steam', I truly feel this beats the real thing."

**1972 October – November**

***The MWR is an Honor Region! Last year, no other Region met the criteria: Membership, Life Memberships and 100% NMRA Clubs. Congratulations Bill Barber for officiating an HONOR REGION.***



**1972 December**

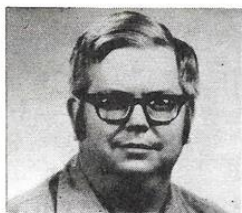


Members of FERD (Fraternity for Executives of Rail-Roads in DuPage) work on scenery as a team.



***1973 Feb – March***

***Candidates for Director at Large***



LOUIS BUSHFIELD

My interest in railroading came from my father who bought me a pre WWII Lionel train set, before I reached the first grade of school. As with many of us, my interest waned over the years only to be rekindled in the winter of 1964 when my wife (YES, my Wife!) bought me an HO gauge train set as a Christmas gift. Sometimes she says she regrets that gift, but there are few model railroad conventions that I attend that she isn't there with me.

I joined the NMRA in the spring of '66 but it wasn't until we moved to Lafayette in Jan. 1968 that I really got interested in the organization. As a staff member of Purdue Univ. (I'm an engineer for Purdue's radio station, WBAA) I soon found out that I was eligible to join the Purdue Railroad Club. I joined the Club in the fall of 1968, and have been an officer since the summer of 1969. As electrical officer I have been responsible for designing and supervising the installation of an entirely new electrical system for the Club's 32 block main line. This project, started three years ago, is now almost completed.

I started attending Central Indiana Division meets in Indianapolis in 1970, and last spring was elected to the Div. Board, where I am currently serving as Division Contest Chairman. My wife and I have attended every National NMRA convention since 1969 and try to attend all the conventions of both the MWR and MCR (of which I am a Div. member) when time and distance permit.

As a secondary hobby, I enjoy photographing railroads, and though I'm not on a par with Jim Boyd or Richard Steinheimer, I did win the 1st place color prototype award in the photo contest at this year's National Convention in Seattle. I am especially interested in furthering interest in this phase of the hobby, since we wouldn't have much to model if it weren't for photographs.

I firmly believe that the real future of the NMRA lies in the members of its Divisions, and will gladly do all I can to further the interest of those Divisions and their members, and to urge greater participation by all members at all levels.

FEBRUARY - MARCH 1973

## CANDIDATES for DIRECTOR AT LARGE



BOB BARTH

I joined the NMRA in 1959 and have been a Life Member since 1966. Have served as Model Contest Judge in the Midwest Region and the North Shore & Western Division. Also served as Superintendent of my Division. I am presently Contest Chairman of My Division and Membership Promotion Chairman of the Region. Please vote for me.

SCOTT LOOMER

I became interested in model railroading again after a lapse of several years, while working in a hobby shop in 1967. What impressed me most about the hobby was the fine selection of supplies available and the marvelous camaraderie of the hobbyists. With my interest aroused I joined the NMRA and began attending divisional, regional and national conventions. On a trip to Colorado I fell in love with narrow gauge. My current layout is a model of the portion of the Denver & Rio Grande Western between Antonito, Colo. and Allison Colo. I model the Rio Grande in

My current layout is a model of the portion of the Denver & Rio Grande Western between Antonito, Colo. and Allison Colo. I model the Rio Grande in a period around 1940. This layout along with many others will be open at Steam '73 on June 8, 9, and 10th.

I have served on the Board of Directors of the South Central Wisconsin Division for three years as membership chairman, Editor, Asst. Superintendent, and currently as Superintendent. I am also currently serving as Chairman of Steam '73, the Midwest Region Spring Convention. In 1967, at the Fall Regional Meet at Freeport, I received the William K. Walther Memorial Award. I also hold the Certificate of Achievement for Carbuilding. I am currently working on a post-graduate degree in Civil Engineering at the University of Wisconsin.

I am very interested in becoming involved in Regional planning. I think that one of the best functions that the Region can serve is to help develop and encourage divisional activities in those divisions that are not currently very active. All members of the Region should have the benefits of good Div. activities as well as the fine Regional functions.



RICH POHLMANN

I started in Model Railroading when I was 12 with American Flyer, I was active until the 3rd year of High School. Got away from Model Railroading for a few years until 1956 (after the Army and getting married.) Went into HO at this time and joined the NMRA in 1956. Have a 12' x 18' layout under construction. My railroad is the Aspen, Tucson & Santa Fe.

I am in my third term as Superintendent of the Calumet Division. I am also in my third year on the Midwest Region Board of Directors serving as Division Representative on the Executive Council (DROTEC) and as the Established Division Liaison Chairman. I have attended 12 Regional Conventions and 1 National Convention.

I feel that the NMRA has done a great deal to help the hobby get to the position it is today. Just think, if every member got someone else to join we could easily double our present membership. As it now stands according to the latest figures there are about 250,000 full time modelers in the U.S. The NMRA can only claim about 10% as members, I think that if every present member tried harder, we could eventually get over 100,000 members and with this many the possibilities of what the NMRA could do for the modelers is something to ponder.



## 1973 October    The MWR PRESIDENT'S REPORT

The following is a report that was submitted to the National BOT at the Atlanta Convention:

"The Midwest Region continues to grow. We now have over 3,000 members enjoying the benefits of a non-dues paying region. The WAYBILL, which is mailed free to all resident members, continues to be published 8 times a year. For those NMRA members who are not privileged to reside within our boundaries, WAYBILL subscriptions are available with Division "O" (foreign) memberships at \$1.00 a year.

The Midwest Region is completely divisionalized with 10 non-dues paying Divisions, meeting on a regular basis.

Region financing is the result of excess income generated at the Spring and Fall Conventions. Three hundred and fifty to four hundred and fifty usually attend Regional Conventions. Additional income is derived from WAYBILL ADVERTISING. MWRA total budget runs \$4,000.00 a year.

The NMRA 1976 RAILFUN Convention to be held in Chicagoland is progressing smoothly. (Plan your vacation early.) The Convention Committee is expecting at least 2,500 NMRA members to attend RAILFUN '76. Chicago is the hub of railroading in the USA, both prototype and model!

A Constitutional Committee has been appointed to work with (and for) the NMRA Presidential Committee on the same subject."

A handwritten signature in dark ink, appearing to read "Steve Marshall", is written over a faint, illegible typed name.

**1973 December**

#### REGION PATCH CONTEST

Don Herling, the MWR's Treasurer has been appointed Chairman of the MWR's WAYS AND MEANS COMMITTEE. This Committee is charged with the responsibility of coming up with ideas and programs to raise revenues for our Region.

One of the methods decided upon to help raise revenues was to sell Region patches, New Region Patches.

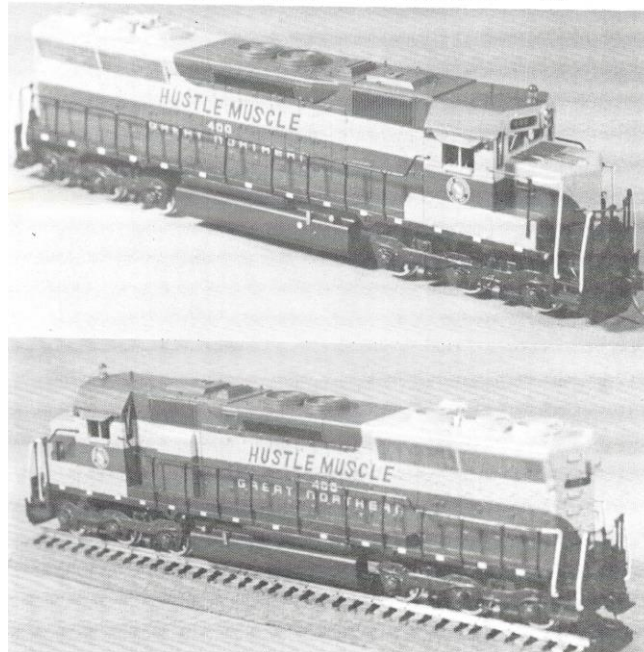
Starting now there is a contest open to all MWR members to come up with a new, attractive design for a patch for the MWR. Valuable prizes will be heaped upon the designer of the winning patch.

Please submit your designs to Don Herling whose panel of independent impartial judges will select a winner.

**1973 December**

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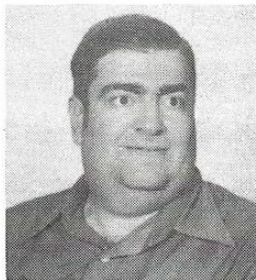
#### '73 BEST IN SHOW NOSTALGIA '73





**1974 January - February**

## CANDIDATES for DIRECTOR AT LARGE



BOB BARTH

I joined the NMRA in 1959 and have been a Life Member since 1966. Have served as Model Contest Judge in the Midwest Region and the North Shore & Western Division. Also served as Superintendent of my Division. I am presently Contest Chairman of my Division and Membership Promotion Chairman of the Region. Please vote for me.

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DEL CARLSON

My interest in model railroading began in 1965 when I gave my son a model train set for his birthday. As his interest decreased, mine increased. By 1967, I was tired of being a loner and joined the NMRA. The friends I have made by attending Region Meets has been a very rewarding experience. It is these friends that are responsible for my wife becoming actively interested in model railroading.

I was the first Superintendent of the DuPage Division, holding this position for one and one-half years. During these years, I became a member of the FERD group.

I am President of the Delpadajen R. R. which is largely a family project. Its setting is Central Illinois in the late 1930's.

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FRANK CASSMAN

My interest in model railroading started in the middle 1950's with an American Flyer train set. Unfortunately, my interest lasted a few years as it seems for most teenagers. There wasn't enough of us to keep the interest alive.

But when wandering around this hobby shop way back in 1966, I spotted a new kind of train - a locomotive with a gold-like finish. A locomotive with detail better than American Flyers aroused my interest intently. I became a serious modeler with the subsequent purchase of that fine piece of machinery.

In the fall of 1966, I joined the NMRA. The materials offered from this organization opened new doors to a way of "playing with trains" that I had never known. After receiving several flyers from the Calumet Division, I decided to attend some of the Meets. Here I met youngsters over 30 years of age and decided it would be most enjoyable to work with them on future projects.

Later on, I joined the Calumet Division's Board as an advisor. This seems to be a way of being in on the action. After several years as a Board Advisor, I became a Board Officer in the elected position of Chief Clerk, where I am now presently serving.



ART EVERETT

I rediscovered Model Railroading in 1965 when I wandered into a Hobby Shop. A locomotive, 3 car kits, an oval of track and a power pack. Later I left the shop a confirmed Model Railroader.

In 1969, I joined the NMRA and the Garfield Clarendon Model Railroad Club. I have served the North Shore and Western Division as Chief Clerk and am presently a Division Director, Editor of the 400 and Librarian. On the Region level, I have been Secretary for 3 years, was Co-Chairman of DIESELS '72, a Region Contest Judge, have given clinics at several Region Meets and helped out whenever I could.

As Region Secretary I have watched 3 administrations run the Region without having a voice in that running. I have seen where the Region is weak and needs improvements and where it is the best it can be. I feel that to have a strong vital Region we must have strong active Divisions. The Region can and must help in strengthening the Divisions.

Another area that needs improvement badly is Region financing. We can not depend on revenue sharing from the National. On the other hand we must remain a non dues paying Region. We need to be less timid and start using a few proven fund raising techniques.

There are other things that need to be done and if elected, I will do my best to do them.



WALTER KOTT

My interest in Model Railroading started when I purchased a train set for my brother during Christmas, needless to say he never received it.

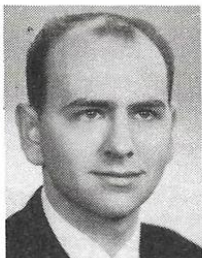
My membership in the N.M.R.A. started in 1960, and has been continuous since 1963, and now I am a Life Member. I have been a Board Member of the Calumet Division for the past two years, and am now seeking election for the position of Assistant Superintendent of the Calumet Division.

I was the Co-Chairman of the MWR Fall Convention NOSTALGIA '73 and am presently employed at A&M Cycle and Hobby Shop in Chicago.

I believe that the MWR is one of the finest, and possibly the most active Region in the country. This is also true on the Divisional level this

# 1974 January - February CANDIDATES CONT.

should continue to be, for it is the individual members that really makes it great.



BILL SCHAUMBURG

I started chasing trains and model railroading while in High School in Chicago. During the early sixties, my time was split between riding the North Shore Line and majoring in History. I became a confirmed traction fan, originally modeling in HO, but switching to O scale about five years ago. I joined the NMRA in 1969 and have been an active participant in the DuPage Division since its formation in 1970, serving as Assistant Superintendent, Superintendent and Assistant Program Chairman for RAILFUN '72. I enjoy writing and drawing and have earned the Author's Certificate, and usually attend MWR Conventions. NMRA membership makes more sense and is more fun when one joins in, rather than just "joins". My modeling centers on traction, rolling stock and structures, and is carried out in a house with which my wife and I share with two sons and two railroads; my son has given me operating rights on his N scale ore hauler, and my own Sand County Line is a modular O scale layout depicting a small Midwestern interurban in the late fifties. It offers both passenger and carload freight service and will have detailed scenery and structures when "done"; it now consists of four units and is expandable. The Sand County will be at the STEEL TRAILS Convention in June; see it in Grand Rapids and bring some equipment to run.

DON'T FORGET  
TO VOTE!!!!!!



STEPHEN SHOE

Steve enjoys HO modeling in the period of 1885 when the Utah Northern Railroad reached from Ogden, Utah to Butte, Montana. His basement railroad shows his deep interest for Railroad scenery.

He has been Editor of the MWR WAYBILL and PNR SWITCH LIST. In 1970, he won the PNR "Man of the Year" Award and in 1969 the NMRA "Best Author Award". He has written for RMC, MR, RM, NMRA Bulletin as well as several other publications outside the hobby.

Publicity Chairman was his title for both the RAILFUN '72 MWR Glen Ellyn Convention and the upcoming 1976 NMRA RAILFUN National Convention.

While in the Pacific Northwest he held both Vice President and Executive Vice President positions with PNR. Presently he is DuPage Division Superintendent.

His wife and three children enjoy riding trains "whenever" Dad will take them. (They have ridden behind steam and electrics from coast to coast.) Steve is presently Administrative Assistant for the National Association of Christian School, and holds membership in the National Railway Historical Society.

JAMES C. SUHS

I joined the N.M.R.A. in 1952 as a family member. In 1956, I became a Regular Member and then in 1964, I became a Life Member - Number 569. In 1959, I was a member of the Data Sheet Committee and compiled Data Sheet D7C-42 on Capacitors. In May 1963, I received the Achievement Award in Model Railroad Engineer-Electrical. In May of 1970, I received

a Certificate of Achievement as Association Volunteer.

I have been on the Calumet Division Board of Directors since 1964 - serving as Chief Clerk, Trainmaster and Advisor and presently serving as Assistant Superintendent.

I have also served on the National Judging Committee 1962, 1963 and 1964.

I model the New York Central System from 1948 to 1968 - I like both diesel and steam and like to model big mainline railroading.

As for the Midwest Region, I would like to keep it a non dues paying Region and enlarge and improve the WAYBILL. Also I think the Region might be able to help the Division more.



## 1974 March - April      The President's Report

### THE PRESIDENT'S REPORT

From time to time I hear comments that NMRA is slow to move on things, like standards, data pages, awards, etc. Sometimes we are. As a volunteer organization we depend on spare time to conduct our business, and it's very difficult to "fire" a volunteer when he's not doing his job promptly or properly.

Because we move slowly, you will get to vote on dues increase which we should have voted on a year ago. At the time it was decided to put the issue on the ballot (over a year ago) it was felt that the increase would hold us for five to eight years. I don't have to tell you what's happened to prices in the last 12 months. In the last two months there has been a 30% increase in the price of paper, and postage is just going up now.

In the 10 years that I have been an NMRA member, the Bulletin has grown from a newsheet no larger than many regional publications to a full fledged magazine. Our membership is now solidly over the 25,000 mark with renewals at an all time high. The Bulletin and Directory are the most visible link between NMRA and the membership, and most frequently commented on favorably. As your President, I've had the pleasure of sitting in on the National BOT Meetings. There's a lot of time and hard work involved. I suggest you give these officers a vote of confidence by voting "yes" for the dues increase. Normally our vote turnout is pretty poor, this year let's overwhelm our ballot chairman with a deluge of votes for the dues increase. It will make your officers work twice as hard and bring a glow to all our hearts.



**1974 May – June**

**The newly elected Directors at Large were announced: Steve Shoe, Bill Schaumburg, Art Everett and Jim Suhs. Congratulations to all these men!**

### **New Division Formed...Fox Valley!**

#### NEW DIVISION FORMED

Welcome, welcome, welcome to the newly formed Fox Valley Division of the MWR.

On April 27th, the MWR Board was petitioned and a charter was granted to establish a new division in the northwest suburban area of Chicago.

Division boundaries are all of Kane and McHenry Counties and Lake and Cook Counties west of 94/294.

Creation of this new division brings the NMRA and model railroading participation closer to home for the 210 NMRA members living in the area. We are sure you'll be seeing the membership in that area grow rapidly in the next few years.

Heading up the new Division are:

Superintendent - Dick Kosterman

Ass't. Super - Steve King

Chief Clerk - Ken Priest

Paymaster - Ray Thomas

The Division's first function will be held Sunday, May 19 at Hemmen's Auditorium in Elgin, IL. On the agenda is a presentation on Amtrak in 1974 by Glen Glendinning of Amtrak, a slide presentation on the Chicago Aurora and Elgin RR by Greg Heirer and a live clinic on Scratch Building Structures by Ray Thomas. Also on hand will be a new Milwaukee F40C available for the group to inspect.

Admission to all of these fine activities is FREE. It's more fun when it's free.

Those of you in the New Division and those of you in the surrounding area why not come out and meet the officers and support the new division.

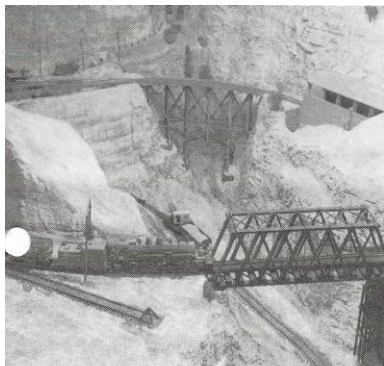
The ambitious Division's Second function will be it's FIRST ANNUAL PICNIC at the Illinois Railway Museum in Union, IL on July 21.



## 1974 July – August **10<sup>th</sup> Anniversary SCWD**



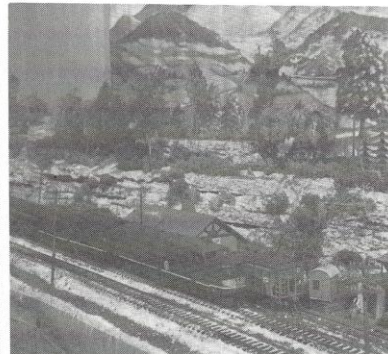
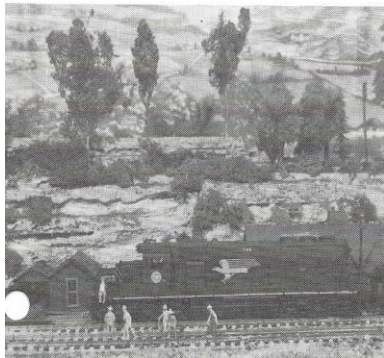
February 3, 1974 was the Tenth Anniversary of the South Central Wisconsin Division - Above we see Bob Steele, MMR, also the Division's First Superintendent with his wife Eva cutting the anniversary cake.



### LINCOLNLAND '74

OCTOBER 11, 12, and 13

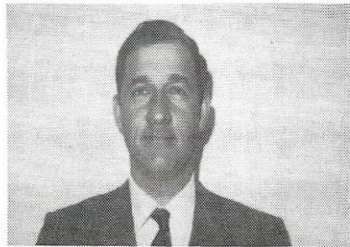
SPRINGFIELD, IL



**1974 July – August**

**Don Manlick becomes the 11<sup>th</sup> modeler from the MWR to earn MMR.**

DON MANLICK - MMR #56



Our newest MMR is: Don Manlick of Manitowoc, WI. Don's interest in railroads dates back to the third grade when he began collecting new clippings and pictures for scrap books. His actual railroading began in 1952 with a Lionel layout on a traditional 4' x 7' plywoodboard.

In November of 1956, Don officially christened his railroad the "Dot & Dash RR", now a 13' x 38' home empire with over 350 linear feet of track including a 200 car-capacity yard.

Don's enjoyment in model railroading comes from scratch building structures and cars along with operation on his home pike using switch lists, train orders and messages. Most of the structures on the D&D are named after local friends and acquaintances.

In addition to his modeling activities Don is an avid model pass exchanger with a pass collection of over 3,000 passes from model railroaders all over the world.

Joining the NMRA in 1960, Don started participating in the Achievement Program in 1967 and now holds certi-

ficates for structures, cars, chief dispatcher, association volunteer, civil, electrical and scenery.

Thirty-seven year old Don has carried his enthusiasm for the world of flanged wheels on steel rails all the way, he earns money to keep him in his habit as a switchman for the Chicago & Northwestern RR with prior experience as a telegrapher. (Dot & Dash RR).

"I believe that the NMRA Achievement Award Program is a very worthwhile function of our organization and urge more members to participate, not only for recognition, but for accomplishment in the various facets of our fine hobby."



**1974 September – October**

**MWR Presidents, a 2 year term?**

## OBSERVATIONS

If you look in the next column you will notice that the MWR has a new slate of Officers. Fortunately, we have been blessed with a succession of capable and willing people to guide us ahead.

One problem which comes up in that is that in an annual term the "new" President just finds out how to handle the job and his turn is up. In January you will be asked to vote on a Constitution change which will give the President a two year term. I urge you to approve this change for the benefit of the MWR.

The job involves a lot of work, some prestige and no money. This being the case anyone in the position deserves the time to work at being effective. A two-year term would provide just that.

This is my finale as your Editor. Effective with the Nov.-Dec. issue, my wife Gwen will be our Editor. For some time now, she has handled most of the routine correspondence and has acted as a center of information so she comes to the job much better prepared than most past Editors.

I would like to thank all the contributors who helped make my term as Editor so very pleasant.

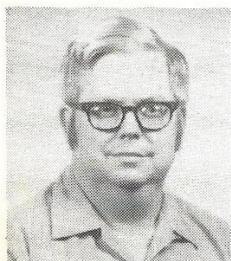
I can't say I will now become a POM. As Super of the CAL-DIV, I'll still be involved in all activities and of course I'll be helping the new Editor.

See you in Springfield.

*Windy*

NOV. - DEC. '74

## CANDIDATES for DIRECTOR AT LARGE



LOUIS BUSHFIELD

I have been a member of the NMRA since 1966. My wife and I moved to the Midwest Region in 1968 where I started attending Regional Conventions in the Fall of 1970. My wife started attending with me in the Spring of 1971, and we have missed only one meeting since that time. We have also attended every National Convention since 1969.

I have been a member of the Board of Directors of the Central Indiana Division since May of 1972, and am currently serving as Superintendent of the Division.

Also I have been on the Region Board of Directors since 1973, and currently hold the position of Region Vice-President. I have also spent 16 months as Region Photo Contest Chairman.

In addition to these activities, I am also the Chairman of "hoosierail '75", the Spring 1975 MWR Convention to be held next April at Purdue University.

If re-elected to the Region Board, I will do my best to make this the best Region in the NMRA, and to keep it a dues-free Region.

MARION BRASHER

My interest in trains goes back to 1946 when I set up my Marx Tin Plate. Later taking on American Flyer in the early '50's. In 1953, I switched to HO and have had several layouts since. I am presently working on a new layout in our new home.

I served as the First Superintendent of the Illinois Valley Division. I have served on the Midwest Region Board of Directors for seven years - both as a Division Director and as a Director at Large. I also served one term as Midwest Region President.

I am a Life Member of NMRA and belong to Midcontinent Region, Pacific Coast Region and the Pacific Northwest Regions of the NMRA.

I hold 5 certificates in the Achievement Program; Association Official, Association Volunteer, Chief Dispatcher, Electrical and Scenery. I have served the MWR at times as a Contest Judge.

I participate in NMRA activities at all levels as time permits. I enjoy going to Conventions, Region and Division Meets - These are the places you get to know what is going on in Model Railroading. I feel that I have a knowledge of what the problems in this Region are as they are seen by the P.O. M.

EUGENE P. DYBINSKI

I got started in this hobby at a very early age with a Varney Aero Train and have been hooked since. I started serious modeling in the late '60's, at which time I joined the NMRA.

After meeting some of the members of the Cal-Div at a Regional Convention, I became active with the Cal-Div. B.O.D. where I'm currently serving as a Director.

One thing I'd like as a Regional Director is to see more people become active on both a Regional and Divisional level. Your vote will be appreciated.



WALTER KOTT

Interest in Model Railroading started when I purchased a train set for my brother for Christmas, needless to say he never received it.

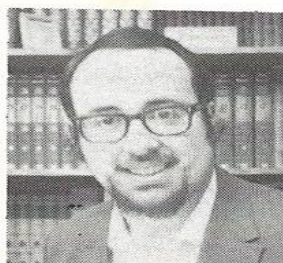
My membership in the NMRA began in 1960 and has been continued since 1963 and now I have become a Life Member. I served as a Board Member of the Calumet Division for two years and am currently the Assistant Superintendent of the Division.

I was the Co-Chairman of the MWR Fall Convention NOSTALGIA '73 and presently am employed by A&M Cycle and Hobby Shop in Chicago.

My belief is that the MWR is one of the finest and possibly the most active Region in the country. This can only remain true if individuals within the Divisions continue to be active.



## 1974 November – December

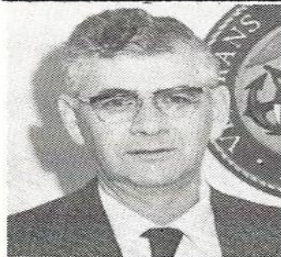


BOB OCAIN

I've been a model railroader for better than 18 years and have enjoyed those years greatly. I joined the NMRA in 1964 and became a Life Member in 1966 as a token of support for the association.

I am single and model minded. I live in Janesville, WI; work as a machine operator for Warner Electric Brake & Clutch Co., Rosco, IL and spend all available time I can promoting model railroading. I model early steam and modern diesel in HO.

I wish to share my experiences with as many others as I can. I think NMRA is great and should continue to get bigger and better. Through the position I'm seeking, I hope to do my part in helping the MWR do just that. Let's keep new people interested, and involved in activities. Model Railroading is FUN and a wonderful hobby for all. The better the participation - the greater the enjoyment.



KEN PRIEST

Age 54, have been in Model Railroading since 1940. He is married and has a son and daughter and three grandchildren. He became a member of the Valley Model Railroad Club, Elgin, served since 1960 as President, Vice President and for 13 years as Secretary. Acted as Master of Ceremonies and Chairman of the Valley Model Railroad Club Annual Banquet. The responsibility of the 25th Anniversary Valley Model Railroad Club Automobile Car was his. Joined the NMRA in May 1968 and was a member of Du Page Division for a year and served as Trainmaster. In April 1974 was the Co-founder of the Fox Valley Division

and was appointed Chief Clerk. He is very active in the Division affairs. Recently he retired from the Veterans Administration as a Supervisor, Supply Cataloger for Subsistence, after serving 30 years service. His railroad is the Caribou & Kittery Railway System.



MIDGE REBER

Although I am new to MWR, I am not new to NMRA.

I have been active in NMRA since 1967, having chaired two Raillette Convention Programs, was Business Manager of the Mid-Central Region and Division Clerk of MCR's Division 6. But, most important, is the fact that I have attended all but one NMRA BOT Meeting since February 1971, and therefore am fully aware of the projections NMRA is striving for to better coordinate the entire organization from the Top down. With the above qualifications and as your new Raillette Chairlady, I feel my place on the Board would be beneficial to the Midwest Region. Besides being dedicated to NMRA, I am a Wife, Mother, Grandmother and on the side - work full time as a Travel Agent. In what little spare time I have, I enjoy building N gauge structures and doing all types of Craft and Needlework, especially if it is Railroadiana.

Model Railroading is "The Road of Friendship" and though the running of MWR and NMRA is often hectic, it's still "For the F-U-N of it".

HARRY STEINFELD

Presently Assistant Superintendent of the North Shore & Western Division, member of the Elmhurst Model Railroad Club and frequent Convention attendee.

**1974 November – December**

## RAILETTES

TO THE RAILS OF MWR

HI! FELLOWS.

This first (by me, that is) Railette Column is written to you so that after reading it you will maybe share your WAYBILL with the Railette of your life.

Most of you don't know me because I sure don't know many of you, but my qualifications for becoming active in MWR and accepting the position of Region Chairlady are explained in my biography in another section of the WAYBILL.

I feel that your wives might gain a little better understanding of this strange Hobby that makes you disappear quite frequently from the fold, spending your time and money for those little boxes filled with strange looking pieces of wood, plastic, wire, etc. that often times have a price tag that would fill the larder for a month and furnish shoes for the kids for a year, if I can give them a column in the WAYBILL just for them.

I hope to make it a FUN column as well as informative, because, after all, Model Railroading is "For the F-U-N of it".

I will look forward to hearing from your Gals and will listen to their ideas, suggestions, gripes, etc. and hopefully I'll be able to show them that what they consider early Widowhood to NMRA can be changed to; "Take me along. I want to have F-U-N too".



Send your mail directly to Midge Reber

**This concludes this section of history as the MWR is right at thirty years of existence.**