

1975 January – Feb. Since 1935: Purdue Model Railroad Club

hoosierail 75

April 18-19-20

Since prototype activity in Lafayette is essentially of the run-through variety, and we don't have a large number of layouts available, much of hoosierail 75's activity centers on the clinics held in the Stewart Center.

With the Purdue Railroad Club (your co-host) celebrating its 40th anniversary in October of 1975, we thought it would be fun to bring back some of the club's former members for a weekend of fun and memories, and to invite the members of the Midwest Region to join us.

A few of the hoosierail 75 clinics are being given by people who didn't attend Purdue, but who we think will have something of interest to show you. So that you'll know who they are, the former Purdue Railroad Club members are marked (*). We're proud of the association with Purdue, and we'd like you to know about it as well.



Purdue Railroad Club (Founded 1935) is in the basement of the Purdue Memorial Union building (West Lafayette, Indiana).

1975 January – February **MWR President's Editorial: Theft!**

PRESIDENT'S EDITORIAL

The robbery at the Valley Model Railroad Club once again reminds us that every MWR member should have his equipment roster up to date. It's a good record to have if you decide to sell it at a later date. Put a copy in a safety deposit box or a friend's house in case you have a fire. The article in the December BULLETIN will give you ideas what you should list.

In addition to your roster you should check your Homeowner's Policy. Is it up to date? Does it cover your equipment at home and on a club layout? Is the deductible low enough to cover your equipment?

You should also engrave your name or a number on the bottom of each car and loco for easy identification. Some Police Departments will let you "check out" an engraver. Your club may own one or you may wish to buy one.

Do it this week! If you have a theft, you'll be glad you did. If something should happen to you, your wife will be glad you did.

Steve

1975 March – April **10th Anniversary Celebration IL Valley Div.!**

ILLINOIS VALLEY DIVISION



Marion Brasher (1st Superintendent) and Jim Hunsaker (present Superintendent) of the Illinois Valley Division cutting the Tenth Anniversary Celebration cake on November 10th. These festivities were held at Marion's home in Spring Valley. Approximately 100 people (including the Frieders) enjoyed clinics and layout tours of the surrounding home layouts.

1975 March – April Bill Ehlert is the 12th MMR From the MWR!



WILLIS J. EHLERT - MMR #59

In the past ten years, Bill Ehlert has become totally involved with NMRA activities. Recently he qualified for MMR with certificates in Cars, Structures, Civil, Volunteer, Official, Scenery and Author.

Bill has been an active participant in Division and Regional organizations. On the Division he has served the South Central Wisconsin as Clinic Planning Chairman, Paymaster, Assistant Superintendent and Superintendent. He has been a Co Chairman of a Division sponsored Regional Convention and Chairman of one of the Division's Annual Open House.

At the Regional level, he has been a Director-at-Large and he served a term as Midwest Regional President. At the present time he is the Region AP Chairman.

Bill's WISCONSIN AND NORTHERN RR is a 5' x 11' HO layout of a common carrier line built in Northern Wisconsin between 1906 and 1921. Features of the layout are many scratch-built cars and structures including several replicas of the yellow and white stations of the prototype W & N RR before it became part of the Soo Line in 1921. The layout is scened with hard-shell and acrylic paints and dry powder. His NMRA tape-slide clinic #28 "Coloring Scenery" is based on his methods.

Bill enjoys Conventions and especially meeting other modelers at clinics. He feels strongly that the AP Program is a vital part of the NMRA with its purpose of improving model railroading as a hobby.

1975 September - October **CHANGES - CHANGES!**

CHANGES - CHANGES!!

Changes - Changes - that is what's happening in the Midwest Region.

Due to the fact that Steve Shoe went to Denver, Marion Brasher now is our new President.

Our thanks to Steve for a fine job of participating in activities in the Midwest Region. He was Editor of the WAYBILL, Super of DuPage Division and Midwest Region President.

With Marion becoming President, Lou Bushfield was appointed Vice President. Del Carlson, Midwest Region Secretary resigned and yours truly is now Midwest Region Secretary. Sure hope I can do a good job and serve my Region to the best of my ability.

Our Constitution has been changed by your votes - the terms of office for all Midwest Region Officers shall be two years or until their successor takes office and all newly elected Board Members at the Annual Meeting on odd numbered years to elect President, Executive Vice President, and any other Vice Presidents as required in the By-Laws.

It is stimulating to be associated with people who are not afraid of change and continue to grow. Hopefully, this growth will stimulate other people so we can constantly get new ideas.

That's enough about changes - let's get down to brass tacks - there will be another convention HIGHBALL '75 on October 24, 25 and 26 - participation and attendance is needed as this is the only way we stay self supporting - it surely would be nice to see some new faces added to our old acquaintances at these doings. Really it is FUN to join other Model Railroaders and Raillettes for a weekend and exchange ideas. By the way this is also the only way the WAYBILL can be published without cost to the members. So come on get out of the house and have some FUN - See you at HIGHBALL '75.

Gwen

CANDIDATES FOR DIRECTOR AT LARGE IN JAN - FEB 1976

JAN - FEB 76

CANDIDATES for DIRECTOR AT LARGE



✓ JAMES C. SUHS

I joined the NMRA in 1952 as a Family Member and in 1956, became a Regular Member, in 1964 I became a Life Member #569. During 1959, served as a member of the Data Sheet Committee and compiled Data Sheet D7C-42 on Capacitors. Received the Achievement Award in Model Railroad, Engineering Electrical in May 1963; Received a certificate as Association Volunteer in May 1970. I have been on the Calumet Division Board of Directors since 1964, serving in all of the elective positions and presently serving as Superintendent.

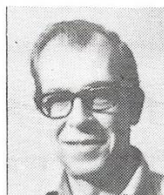
Presently, I am Chairman of the Midwest Region's Spring 1976 Convention SPIRIT OF THE RAILS '76.

Have served on the National Judging Committee - 1962, 1963 and 1964.

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

As for the Midwest Region, I would like to keep it a non-dues paying Region and enlarge the amount of help that the Region gives the Divisions.

Also on the Regional Level, I am completing my first two-year term as an elected Director-at-Large, right now I am serving as the Division Activities Department Chairman.



WILLIAM STEWART

Has been in model railroading since 1958. Bill enjoys modeling the Burlington System in the Denver area during the 1950's.

Now that his children are grown he has more time to devote to the NMRA organization, hoping to repay the many services they have provided to him in the past.

He is presently on the Board of Directors of the Rock River Valley Division, the Division AP Chairman and the Division Representative to the Regional Ways and Means Committee.



✓ BOB OCAIN

Here I am running for office again! I am the Chief Clerk of the Rock River Valley Division, and am now concluding my first year on the Midwest Region Board as Director-at-Large. Because I have been appointed to fill the vacancy of another Director-at-Large, who was elected, I am required by our Region By-Laws to run again to hold office.

During my first year in office, I am rapidly learning the complexities of our organization. The Midwest Region, NMRA, does have a structural system for many varied programs, aids, and services to help aid the members. Unfortunately, these services are not being used either at all or anywhere near their potential.

My suggestions: 1. I urge all our membership to vote for the constitutional changes which will bring our Midwest Region Constitution more in line with the National organization.

2. I urge all of our membership to unite within your home Divisions to make sure that you are represented at Midwest Region Board Meetings. I haven't seen several Board Meetings at which as few as three of our eleven Divisions were represented with either attendance by or a proxy from Division Superintendents. Our By-Laws require that you be represented by either attendance or proxy!

3. I urge all of our membership to seek and use the services available to them. Within the NMRA, we have a system of Committees and Programs that are entirely for the benefit of our membership. If your Division does not have participating Representatives that are assigned to each of these Committees, you are being deprived of services which are part of your membership rights. A partial listing would include the Achievement Program, Estate Counseling, Member Aid, Membership Promotion, Model Railroad Month and Public Relations Committees. As an example, any problem you have (whether it be wiring, construction, finishing, or researching a model) should be referable to your Division.

1976 January – February

CANDIDATES FOR DIRECTOR AT LARGE JAN – FEB 1976 CON'T

sion's Member Aid Chairman who would then answer or help find someone to answer your problem.

My goal, if elected will be to continue my efforts in making the Midwest Region, NMRA, a more functional and helpful organization.



✓ WINDY FRIEDER

Have been active in the operation of the Calumet Division for five years, and in Region Activities for four years serving as Editor of the WAYBILL for two years and Assistant to the Editor (my wife) for another 2 years. Former Superintendent and Chief Clerk of the Calumet Division.

Have attended most of the Region B. O. D. Meetings in the last four years as a member of the B. O. D. and also observer.

Am aware of the current problems facing our Region and seek your vote to assist in keeping the Region a non-dues paying organization while maintaining services including the WAYBILL.

Firmly believe the Region and Divisions can never lose sight of the reason for our existence: Enjoyment of our hobby for ourselves and with our fellow hobbyists.

ART EVERETT

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

Joined the NMRA and the Garfield Model Railroad Club in 1969. I have served the North Shore and Western Division as Chief Clerk, Editor of the "400" and am presently serving as a Board Member and Librarian. On the Regional level, I have been Executive 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 a Region Secretary, I worked with 3 Administrations without a voice in running the Region. As a current Director, I have worked to maintain the MWR and its services, strengthen its Divisions and sought badly needed financial improvement.

I firmly believe we must remain a non-dues paying Region. If reelected I will continue to work to maintain this status.

1976 January – February

MIDGE REBER PROMOTION

PRESIDENT'S COMMENTS!

GOOD LUCK, MIDGE!

We have all had those moments when a good friend and/or co-worker announces that he (or she) is leaving to take a better job. If you're like me, it is a time of mixed emotion. On the one hand, sadness at losing a good friend; on the other, happiness for the person involved. Such was my experience recently.

A little over two years ago, my wife and I were very pleased to be told that our very good friends John and Midge Reber, were moving from their New-ark, Ohio home to Kankakee, Illinois right in the heart of the Calumet Division and the Midwest Region.

For those of you who know them, you know what tireless workers they both are. John is a former President of the Mid-Central Region, and both he and Midge have been active there, as well as here in the Midwest Region. Shortly after their arrival in Kankakee, Midge Reber assumed the post of Rail-ette Chairlady for the Region, and last summer was appointed to the Region Board of Directors to fill out the remainder of a term. She has worked hard in both of these capacities. In addition she and John both serve as officers of the Calumet Division.

So you can see how I felt when I found out that we would be losing Midge Reber. She is not leaving the Midwest Region, but on Friday, January 23, Midge was appointed by the Executive Council of NMRA as the new Executive Secretary to replace retiring Office Manager Bob Bast. For a period of time John will be living in Kankakee, while Midge and their daughter Rhoda will reside in Indianapolis. Midge has tendered her resignation to me, even though she will still be in the Region, but she feels, and I concur, that it would be a conflict of interest for her to continue to serve as an appointed or elected official of the organization that will soon be her employer.

We will miss Midge very much at our board meetings, but we are pleased that she will be taking this new position. The NMRA could not have made a better choice.



1976 March – April

President RESIGNS!

CHANGES! CHANGES!

As you no doubt noticed in the last issue of the WAYBILL - the office of Vice President is now vacant.

For personal reasons, Marion Brasher had to resign as President. He plans to complete his two year term as Director-at-Large.

Lou Bushfield is now our President and will be our President until a new election is held in 1977.

At the Midwest Region Board of Directors Meeting on February 15 it was decided that the office of Vice President would not be filled until the election at the SPIRIT OF THE RAILS Convention at Alsip.

Good Luck to all the Candidates.

CALL FOR VOLUNTEERS!

Anyone interested in helping the Midwest Region?? How?? Become the Circulation Manager of the WAYBILL.

As of April 1, Myron Ebert plans to retire from his position. Myron has done a fantastic job of keeping up-to-date records for this Region for the past two years and we all will miss him tremendously. As a Corresponding Secretary I can only say, that Myron was always there to help when you needed help and he kept excellent Region Membership Records.

Myron, Thanks for a job well done.

Anyone interested in the job - contact Art Everett, 4911 N. St. Louis, Chicago, IL 60625.

1976 May **Richard Eggert becomes the 13th MMR in the MWR**



MASTER MODEL RAILROADER #64

Richard O. Eggert
10 Anton Court
Appleton, WI 54911

Dick Eggert of the Winnebago Division is the NMRA's latest Master Model Railroader. Dick becomes the Midwest Region's 14th MMR. He is 34 years old, married and has a 5 year old son who likes trains, too. Dick got his start in model railroading as a teenager, but it wasn't until after he was married that his train watching turned into an active hobby. He joined the Neenah-Menasha Club and served as the club's President for two years. He also served the Winnebago Division as AP Chairman for six years. One of the aspects of the hobby that he enjoys is car and custom decal exchanging.

Dick's model railroad is the Palisades Mining Co. RR which he began building in 1967 as a 6 x 10 layout, but today it has been enlarged to fill a 13 x 21 foot room. The railroad has 250' of hand-laid code 70 track with over 40 scratch-built turnouts. The railroad is scened with trees, bridges and high mountains. The PMRR serves 8 mines in 6 towns nestled in the mountains. Operation is accomplished using a computer program that routes all revenue carry cars.

The PMRR has a lot of gadgets since Dick likes to work with mechanical things. For example, all turnout linkages are hidden under the table using a slide link that he developed, some with switch machines and others with cables. He uses auto junk yards for his parts for electrical components. His turntable uses a windshield wiper motor gear box and directional lights parts to power it. In the future Dick plans to experiment with vacuum in setting up signals and other operating accessories.

Dick holds Achievement Certificates for Cars, Structures, Scenery, Civil, Electrical, Dispatcher and Volunteer.
Bill Ehlert - AP Chairman
Midwest Region

1976 November - December

MEMBERSHIP CARDS

MIDWEST
REGION

W A Y B I L L



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Material for publication should be sent to the Editor; CHANGE OF ADDRESS... should be sent to the Circulation Manager. TO INSURE PUBLICATION, get material to the Editor by the DEADLINE. Note that delivery date is four weeks after deadline. The

WAYBILL cannot pay for material submitted - such is assumed to be for the benefit of all Region members. WAYBILL contents may be reprinted for non-commercial use; please credit the WAYBILL.

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The Midwest WAYBILL is published by the Directors of the Midwest Region, NMRA, INC., a not for profit corporation under Illinois law; and a part of the National Model Railroad Association, Inc. It is distributed exclusively for the members of the Region.

SUBSCRIPTION RATES: Free to all NMRA members living in the Midwest Region. For all other interested persons in the U.S. and Canada the WAYBILL is available at cost: Present Rate - 6 issues - \$2.00.

MIDWEST REGION WAYBILL

Vol. 25

Number 6

NOVEMBER - DECEMBER 1976

SPEAKING OF MEMBERSHIP CARDS

A common complaint that your Board of Directors is hearing these days is the long delay in getting your membership cards when you renew. When NMRA's home office was located in Canton, OH, the membership list was maintained on Addressograph plates. When a renewal came in it was a relatively easy matter for Bob Bast to pull the proper plate, make a new card, and put it in the mail.

The situation is entirely different now. Although lists of renewals are submitted weekly to the computer, membership cards are printed only once a month. The final deadline each month is the Friday nearest the fifth of the month. Depending upon the volume of mail received in the office - and the calendar - renewals arriving in the last few days of a month may not make the deadline, and thus must wait another month.

The cards are delivered on the 10th of the month and then must be put into envelopes and mailed. This is another problem. Membership cards are mailed third-class bulk rate. Postal regulations require that bulk-rate mailings must be delivered to the Post Office in Zip Code order. Unfortunately the computer prints the cards in the order in which they are processed by Midge. Since she is doing this on a daily basis for weekly delivery to the computer there is no way for her to put these in Zip Code order. When the cards are in their envelopes the entire monthly run must be hand-sorted before being taken to the Post Office. To give you some enormity of this task one recent run produced 1800 cards which required more than 16 man-hours of work just to sort them.

I hope that you can now understand why the very long delays in getting your cards back to you. Incidentally I would be very remiss if I did not mention the many hours of time cheerfully given by Bill and Irene Litten of Anderson, IN, to help Midge in the office on this and other projects.

One important thing about those renewals; when you get a renewal notice from Midge PLEASE, PLEASE return it with your check. If you have family members, each of them will receive renewal notices and each of those notices should be returned. The information on that notice greatly speeds up the process since Midge does not have to look you up in her master file. IF SHE GETS THE NOTICE BACK!

Lou

MIDWEST REGION WAYBILL

1977 January - February

PARTICIPATION!

We hear this word often. But stop for a while and think about it? How many of the actual 3,500 Midwest Region members actually participate in Region functions. Not many that's for sure. Look at how many are actually running for office and to think only four divisions will be represented. That surely is a shame - where are the rest of you?? During the last four and a half years attending Board Meetings and conventions there certainly have not been many new faces. Why don't more of you contact someone on the Board and become actively involved in Regional affairs? Surely, there is more talent out there. Before you say that's not for me, why not give it a try. There are a lot of excellent modelers on the Board now and you may have something in common with one of them.

If by chance you actually cannot become involved with the Board you can help participate in electing your officers. Next issue of the WAYBILL will have resumes and pictures of all the candidates and a ballot. So make sure you cast your vote and at least support the Region in this way.

Speaking of participating - don't forget to get those models and pictures ready for the contests at FLIMSY SEVENTY SEVEN. Don't forget to get your reservations in early so you can get to meet some of the regular convention goers. You might even enjoy it.

I want to thank everyone who participated lately by sending in articles and comments for the last few issues of the WAYBILL - this was greatly appreciated. Please keep up the good work.

Come on and participate and enjoy yourself.



ELECTIONS!

"Not again?", you say.

November 2 is well behind us, but it will soon be time for the annual Midwest Region elections. This year there's something different. For the first time in recent years the Region membership will vote for their Region President and Vice-President.

Elsewhere in this issue you will find a list of candidates for five available offices (President, Vice-President, and three Directors-At-Large). This list is the result of much effort put forth (including a slight amount of arm-twisting I am told) by our Region Nominating Committee headed by Bill Ehler.

I want to thank Bill and his group for the effort they put forth, for it took a lot of time and work. Unfortunately there is one thing wrong with Bill's report. There simply aren't enough names on it. Eight names - representing four divisions - isn't a very good showing for this Region of nearly 3,500 members.

Of course that's one of the problems with a Nominating Committee. It's just not possible for them to know of everyone out there who might be interested in running for office. So, the Region Constitution provides for this.

If you would like to run for office or know someone who would, here's what you do. Mail a petition to me with the signature of the candidate, the position he's interested in, and signatures of ten other Region members. It must be in the mail by March 1. Please include a picture of the candidate (if possible) and a brief write up about him. That's all there is to it.

This is YOUR chance to have a say in the running of YOUR Region. Don't let it slip through your fingers.



1977 March - April Farewell Editor! & Elections 1977

FARWELL!

The Editor is writing this with a lump in her throat because this officially is my swan song issue. For the past five years the WAYBILL has been prepared in our home along with the typewriter and all the other paraphernalia that goes with the WAYBILL and it has become a part of us.

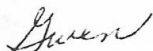
Many thanks to all of you who wrote articles and sent pictures - I surely appreciate your thoughtfulness and input. I only hope that you "all" continue to support the new Editor in his or her endeavor to get feedback from everyone in the Region.

It has been a pleasure, (but a lot of work sometimes) to get the WAYBILL completed, printed and mailed to you - but it has all been worthwhile when someone has a compliment to pay.

We have made many new friends because of our WAYBILL contacts. So all-in-all the five years 2 1/2 years as typist for Windy and the 2 1/2 years I've been Editor have been enjoyable.

As of this writing they have not appointed a new Editor, so if you are interested, please contact Art Everett, 4911 North St. Louis, Chicago, IL 60625.

It is a little difficult to bow out gracefully and the only thing I can say is "All the luck in the world to the new Editor."



ELECTIONS 1977!

Elsewhere in this issue you will find a Ballot. PLEASE VOTE!

For the first time in recent years the members of the Midwest Region will vote directly for the President and Vice-President of the Region. This gives you the member an opportunity to choose the person who will run the Region for the next two years, and who will be your representative at the National level.

There are ten names on this year's Ballot, and the only race that I would even make a stab at predicting is the Vice-Presidential race. Bill Stewart is a winner! (When you look at your Ballot, you'll see why.)

There are three candidates for President, including myself. I don't think that either of the other two candidates would make a bad President. Read what they have to say elsewhere in this issue, think about it and VOTE!

Your Region has a Board of Directors consisting of the Officers, the Division Superintendents, and 7 Directors-at-Large. These Directors are elected to represent all the members of the Region, and not just the members of a particular Division. Each year we elect several Directors who serve for two years. This ensures some sort of continuity.

There are three openings for Director-at-Large and there are six candidates. I know all of these people, and there is no way that I would try to guess the outcome of this race. They are all active NMRA members, and they are all good candidates.

As I've said there are ten names on the Ballot, and five positions. Read what they've written about themselves, and cast your Ballot.

The important thing is that you as a Midwest Region member cast your Ballot for the people you want to represent you for the next two years.



CANDIDATES FOR PRESIDENT:



LOUIS BUSHFIELD

I became an NMRA member in 1966. In 1968 my wife and I moved to Lafayette, Indiana. Three years later I became active in the management of the Central Indiana Division.

While serving the Division in various capacities I was elected to the Midwest Region Board of Directors, and have spent four years on that Board. For the past year I have served as President of the Midwest Region.

In addition I was Chairman of the 1975 Spring Regional Convention in Lafayette and have served as Region Photo Contest Chairman.

My wife and I have attended every Regional Convention since the Fall Meet at Valparaiso in 1970 and every National Convention since 1969.

As President of the Region it is my responsibility not only to coordinate the business of the Region, but also to you the member at meetings of the Board of Trustees of the NMRA.

I firmly believe that the strength of the organization lies in the Divisions, because it is at this level that the greatest contact, the greatest interplay, takes place between members.

The Regional organization tries in whatever way it can to assist the Divisions, and it is through the Divisions that I as President get some idea of how the membership feels about various subjects which may be discussed at National BOT Meetings.

If re-elected I will continue to work at all levels for the members of this Region.



WINDY FRIEDER

Have been active in the operation of the Calumet Division for six years, and in Region Activities for five years serving as Editor of the WAYBILL for 2 1/2 years and Assistant to the Editor (my wife) for another 2 1/2 years. Former Superintendent and Chief Clerk of the Calumet Division.

Presently serving as Director-at-Large on the MWR Board in charge of Ways and Means.

Have attended most of the Region B. O. D. Meetings in the last five years as a member of the B. O. D. and also observer.

Am aware of the current problems facing our Region and seek your vote to assist in keeping the Region a non-dues paying organization while maintaining services including the WAYBILL.

If our Region is to continue in its present form-non-dues paying with the WAYBILL free to everyone - we will need to develop sources of income in addition to conventions and car kits. I am currently working on a public open house which will bring in outside funds.

Firmly believe the Region and Divisions can never lose sight of the reason for our existence: Enjoyment of our hobby for ourselves and without fellow hobbyists.



JOHN REBER

John is 48 and resides in Indianapolis with his wife, Midge and daughter Rhoda.

He joined the NMRA and the Mid-Central Region in 1965 and before moving to Illinois and the MWR in 1974, he served the MCR as President for 3 years. While in the MCR he also served on various committees on both the divisional and Regional levels, acted as judge at various model and photography contests and was editor of the Division 6 newsletter for over 4 years. While living in Illinois he served as Paymaster of the Calumet Division and was Registrar of the Spirit of the Rails '76 Convention which was sponsored by the Calumet Division. Since moving to Indianapolis last October, he is just starting to become active in the Central Indiana Division.

On the national level, he has served on various committees and was co-chairman of the MRJA Show at Railfun '76 this past year. At present he is the Assistant Secretary and keeper of the Executive Handbook. John and Midge ran a very successful tour by AMTRAK to the San Diego Convention in 1974 and have another one underway for the convention in Denver this year. Another tour is in the planning stage for the convention in Calgary, Alberta in 1979.

John says that "If elected President of the Midwest Region I will do all that I can to keep the Midwest Region as one of the best Regions in the Association. With 3 years experience as President of the Mid-Central Region, I feel that I can do a good job as your President and keep the Midwest Region on the right track and growing."

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CANDIDATE FOR VICE PRESIDENT:



WILLIAM STEWART

Has been in model railroading since 1958. Bill enjoys modeling the Burlington System in the Denver area during the 1950's.

Now that his children are grown he has more time to devote to the NMRA organization, hoping to repay the many services they have provided to him in the past.

He continues serving the Rock River Valley Division in various capacities on the board of directors. His most demanding and interesting duties at present are as Co-Chairman of the MWR Spring Convention. This will be a convention of more than "full compliment of activities", it will be an "overflow of activities from six o'clock Friday, May 13 till your exhaustion sometime late Sunday, May 15, with choices of interest for all". All this at the remarkably low price of \$13. for full fare or \$7. for Convention only (PLUG) FLIMSY SEVENTY SEVEN, P.O. Box 1304, Rockford, IL 61105.

CANDIDATES FOR
DIRECTOR-AT-LARGE:



GWEN FRIEDER ✓

How did I get involved with the Midwest Region Board? Very simple, started attending the Board Meetings at DIESEL '72 (you can see I've been around for a while) that's actually when I began participating in Midwest Region matters. Attended almost every Board Meeting since that time. Recently I was asked to be the Region's

Secretary - holding this position for the past year and a half.

During Windy's Editorship of the WAY-BILL - helped type it for 2 1/2 years and have been the Editor for the past 2 1/2 years.

Served as the Calumet Division's Corresponding Secretary for the past 2 1/2 years and have performed numerous volunteer jobs for the Division.

The reason I would like to be a Director-at-Large is to help express the desires and needs of "all" of you out there that don't get to attend the Board Meetings. Basically I like meet-people and getting to know them because you can never tell when you get a suggestion to help you become a better modeler.

No matter who you vote for - just make sure you cast your ballot and participate with us in selecting our new officers.



STEVE KING

Your region is always in need of responsible leadership. As a candidate for the office of Director-At-Large I would like to have the opportunity to serve you, your Division, and your Region by holding the office of Director more responsive to your needs.

My experience over the past ten years as Superintendent and Assistant Superintendent in two divisions, Chairman for two regional conventions and one national convention, Region Convention Chairman for two regions and a variety of other positions should provide sufficient background for the office of Director.

As I am sure you must recognize, your Region can and should be doing more for you and for your Division. It should be doing more than spending \$3,000 to publish a newsletter and retaining 80% - 100% of convention profits to support itself! A region should support its divisions, not be supported by them!

If you believe your region should be more responsive to your needs and should be providing more support to your division then give me your help, ideas, and your vote. I'll be looking forward to serving as your Director-At-Large

DAVID LAMBERT ✓

Dave's main hobby interest lies with the turn-of-the-century steam with a particular fondness to the Colorado Midland Ry. and mountain railroading in general. He is presently scratch-building all rolling stock and structures for his grand undertaking.

Dave reports his interest in trains probably predates his earliest memories - "I cannot remember a time in my life when I wouldn't stop to watch trains or enjoy being around them.

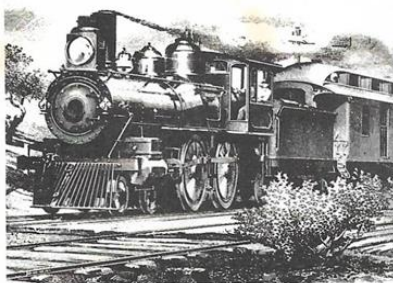
My hobby activity began in the summer of 1969 when I foresaw being lock (by a strike) into my company's chemical plant with nothing to do but eat, sleep and work. I visited an excellent hobby shop in Pittsburgh and purchased the Campbell curved timber trestle kit and worked on it in my free time while the strike droned on for about a month. The rest of the scenario is, I'm sure, familiar to you. Been active in NMRA since 1970 and have attended all national conventions since 1972.

"I'm not a reformer and have no soapbox from which to deliver lightning bolts about how operation of the Region can be streamlined, etc., but I do have some ideas. I'll give the job the time and effort it deserves."

RAY THOMAS ✓

Although in the hobby since 1947, it wasn't until 1971 that I really got active and joined NMRA. Four consecutive regional meets wetted my appetite enough to participate as a charter member in the organization of the Fox Valley Division for which I served as Treasurer during its first two years. I was also instrumental in the Fox Valley sponsoring a regional convention, Hi-Ball '75 for which I served as Treasurer and Raffle Chairman and in my spare time had open house on my railroad, The Colorado Northern. I also served as Treasurer for Railfun '76 and opened the doors of the Colorado Northern to attendees of that National Convention.

1977 Indy Junction (June ?) **MAJOR FINANCIAL ISSUES MWR**



HI, BAWL!

"Where is my WAYBILL? I am supposed to get a copy every two months." This is the most often heard phrase from the Midwest Region members during the past few months. Well, we don't like being the bearers of bad news, but we must.

The Midwest Region, through no willing desire, has moved onto the brink of financial disaster. We have come to grips with the realization that the coffers do run dry. Our source of funds is limited. In order to work with what we have, the Midwest Region Board has approved the printing of two WAYBILL issues per year. This is only temporary. The Board must study other ways to finance its endeavors.

Let's back up a moment and discuss where the Region's dilemma started. As members, we assume that once we pay our dues to the National Model Railroad Association, we are entitled to copies of a publication, for example: The BULLETIN, the MIDWEST REGION WAYBILL and the Division Newsletters. This is not the case! National dues will only provide you with a subscription to the BULLETIN. The WAYBILL and Division Newsletters are funded from the profits of Region meets, WAYBILL advertisers, the company store and auctions. That's it! Costs for the WAYBILL have gone up many times faster than profits.

The WAYBILL is necessary to the Region in that it communicates to all Region members the past, present and future events and news concerning the Divisions within the Region.

Upon close examination, we feel that members as a group do not participate in Region activities as they should. It is always the same bunch

of regulars attending the meets - the same old faces. Can you, for example, comprehend if all 3,000 MWR members showed up at INDY '77? Granted, it would be nearly chaos, but it would look like a National Convention! If the Region realized a one dollar profit per individual, the WAYBILL could be published six times a year again without the benefits of advertising.

What we are trying to say is that what the Region needs is a good following by you, its members. Just by attending Regional functions, a member is helping to promote Model Railroading within the unique clique that shares his interests. Who knows what kind of information you can acquire from a person in your neighboring state at a convention.

Enough depression. We will attempt to fulfill the MWR Board's expectations by making the WAYBILL an excellent and informative publication for the membership.

We dislike having to repeat ourselves and our predecessors, but we depend on our members for whatever goes into this paper. So if you have got a sheet of paper, an envelope and a stamp, send us an article, make a comment and report any model railroading news.

Your New Editors.

MODEL RAILROAD SHOW



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1977 10 A.M.—5 P.M. 1977

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THERE WILL BE ONLY 2 WAYBILL ISSUES PER YEAR

1977 Indy Junction (June ?)

MIDWEST



WAYBILL

INDY JCT. 77

The Midwest Region's Fall Convention will be hosted by the Central Indiana Division on September 30, Oct. 1, and 2, 1977, in Indianapolis.

A very complete program is offered to each model railroader and raillette. Outstanding clinics are being presented by knowledgeable experts in the field. You can see diesel detailing, switch building, freight car weathering, and tree making. You can follow through with an expert the workings of a prototype freight agency and listen to a clinic on realistic design and operation of a model railroad.

Contests will be open in all categories and a special one pertaining to dioramas of Junction Buildings.

At the banquet on Saturday night, there is to be a special movie shown called MODEL RAILROADING UNLIMITED.

After the banquet, the MWR puts on its famous auction. Bring all your unused equipment and no longer needed items for this one!

We haven't forgotten the ladies! The women can enjoy three clinics and a shopping spree at the local plaza.

Several layouts will be displayed for all to see. These layouts represent the hard work put out by CID members. We can pay tribute to these division members by viewing their layouts.

Let's see a big turnout at INDY '77. The CID members have worked hard for our, the Region's benefit.



COME TO

INDY

JUNCTION

1977

1977 Indy Junction (June ?) President's Report

PRESIDENT'S REPORT



Achievement Program activity in the Midwest Region is down a little this past year with only 10 certificates being awarded. Things look better for the coming year with 5 SOQ's ready for processing as of June 1.

Region membership is at an all-time high of nearly 3,300 members with the delinquency rate among NMRA members in our Region considerably lower than the National average. Most Divisions within the Region remain active and strong, although there are a couple of trouble spots. Our Divisions are planning activities that range from Open Houses to Multi-Divisional Meets to layout tours (including one this fall from Chicago to Dayton, Ohio by bus!) Our Divisions are doing an outstanding job of bringing the NMRA to the individual member, and this is what we feel it's all about.

The once almost continuous discussions over the long delay in receiving membership cards have abated, apparently due to the effort made by the President and members of the Region's BOD -- both verbally and in writing -- to explain the problems involved. Both Region Vice-President Bill Stewart and myself were re-elected this year in the first popular vote election for Officers to be held in the MWR for many a year. A new Secretary will be named shortly to replace Gwen Frieder who was selected as a Director in this year's election. Treasurer Don Herling will remain as a valuable member of the team. It was Don, incidentally, who ran last year's highly profitable company store at Railfun '76. (He may be available for a slight fee, fellows.)

There will be several new faces on the Region BOD and they will no doubt have new ideas about the things we are doing. I expect to have some extensive discussions and undergo much soul-searching before the year is out. In addition, we share the problem that all of us face, how to keep up with the inflation rate? A solution to that problem will make someone a millionaire (or should I say multi-millionaire these days for it to have any significance?).

It has been a good year overall for the Midwest Region, although there have been some disappointments. The year ahead looks equally promising.

THERE WILL BE ONLY 2 WAYBILL ISSUES PER YEAR

1978 This is the first issue from 1978

HIGH BAWL!

by
Bob Mulvey

Many members that we have talked to have shown surprise to the fact that the National headquarters may not be permanently located in Indianapolis. Of course, the leaders in the NMRA have known of this from the start. But as we have found out, the "grass roots" members have no knowledge of the planned possible relocation.

At first, the EC/BOD was going to locate the headquarters in Indianapolis, but then the considerations of the location (i.e. access to public transportation such as highways, railroads and large airports, taxes, and location in relation to prototype railroads) came into consideration. These are all fine and good points and we hope that the National will find a location that is equitable to all of the criteria.

Please read the President's column in this issue and let Lou or myself know how you feel about this action the EC/BOD has taken. This is a decision that is very important to all members of the NMRA and the more input the Site Selection Committee has the better. It will be a tough job trying to find a suitable location that will be equitable to all of the members so why not give them a hand and let Lou know what you think of a relocation.

1978 This is the first issue from 1978 **President's Report**

By Lou Bushfield

A number of you have asked me if the NMRA is going to move the office again. The answer to that is still unknown. At the mid-year meeting of the Board of Trustees it was announced that a Committee had been formed to look into possible sites for the construction of an NMRA office. The Committee, under then Plains Vice-President Chuck Hitchcock established some criteria for a location and in May issued a preliminary report. This report is printed on page 8 of the August, 1978 BULLETIN.

At the annual meeting of the Board of Trustees on July 31, 1978 in Dearborn, Michigan, the Committee issued a second report. This report elaborated on a couple of sites listed earlier and also included a couple of new possibilities. One of the locations being considered apparently includes a gift of the necessary land.

There are a number of reasons both for and against moving the NMRA office out of Indianapolis to another city. It appears likely that this will be a major item on the agenda of the Trustees when we meet again during the first quarter of 1979.

decision. The Committee is also interested in hearing from you, and I will gladly forward all letters to Chuck Hitchcock and his committee. Let me hear from you! What does the membership think about moving the home office to another location? It doesn't have to be fancy, it doesn't even have to be typed. A few handwritten lines on a piece of paper is sufficient, although I certainly won't throw it away if it is typed! Just send your comments to me:

Lou Bushfield
MWR President
5232 S. R. 38 East
Lafayette, Indiana 47905

Lou

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1978 This is the second issue from 1978



ANGUS AWARD

By *Ira Falk*

What is the Angus Award??

The award is an 8½ x 10½ inch engraved plaque. The engraving reads, "William and Necia Angus Memorial Award" with the date and place it was presented at.

The plaque is paid for out of the interest paid from a fund created from monies collected in lieu of flowers at the Angus funerals. Bill Angus passed away in 1969 of a heart attack while riding in the locomotive of his engineer brother-in-law. Necia Angus followed Bill in 1972.

The first award was given in 1970. The Award is given to the traction or interurban car model scored highest by the judges at MWR Spring convention Model Contest.

Bill and Necia were very active in MWR affairs prior to his death. He was President of the Region from 1962 - 64 having been Vice President and Secretary prior to that. He was on the National Standards Committee from 1964 until his death.

Although he modeled standard railroad equipment, traction was by far his favored medium. He and Necia would wear a machine nut pinned to their clothing and reply to the unwary questioner, "That's a Traction Nut!" Bill liked to point out that trolley models used the same type of power that the prototypes did. "Try that on your H0 or O gauge steam engine."

Bill had many models that won regional and National awards. He never built a model that couldn't be run or used on a layout. My sole purpose has been to supply the Region with an Award to aid it in it's Model Contest Program and to keep the memory of the Anguses and their interests alive.

1978 This is the second issue from 1978

Candidates running for Director at Large

The Midwest Region is holding it's annual election of officers this Spring to replace 4 Directors at Large. The term for this office is two years and entitles the person to 1 vote on the MWR Executive Board during it's meetings. Here are the candidates, and you will find a voting ballot in this issue of the WAYBILL. Please vote to help keep the Region going in the direction you want it go.

JOHN LOCKWOOD

John has been involved in Model Railroading for the past 12 years down in Indianapolis. Within the Central Indiana Division he has served as Committee Chairman, Asst. Superintendent, and Superintendent. He has also served as a representative to the MWR board for CID for 2 years. As an active member of the Naptown & White River Model Railroad Club, John has developed a special interest in the clinic programs. If elected, John would like to develop the clinic program within the Region to get more people interested in the Region's activities.

JOHN NAGEL

John has been a member of the NMRA for 6 years and has served the Central Indiana Division as Clinic Chairman and Asst Superintendent. He also belongs to the Central Indiana Model Railroad Club and has been instrumental in organizing the "Toys for Tots" drive in Indianapolis. If elected, John would like to keep the MWR a non-dues paying Region and streamline the boards activities and diversify it's activities.

BILL KIPP

Bill has been a member of the NMRA for several years now and has worked on all levels for Division, Region, and National events. He is currently working as Chief Clerk for the Du Page Division and Circulation Manager for the Midwest Region WAYBILL. Being in the NMRA has been a pleasure for Bill for he says he has more fun now that he's involved instead of just being a member. If elected, Bill would like to see more involvement by members in Divisional and Regional activities.

FRED SCHLIPF

Fred has been "playing" around with model trains since he was three and has been in the NMRA since 1964. Fred has only recently become involved in the NMRA and is currently serving as Superintendent of the Southern Illinois Division and a Region Director at Large, a post which he would like to keep. He is currently working on a bibliography on model railroading and being the Director of the Urbana Public Library he has plenty of material to work from.

BILL SLACK

Bill has been in the NMRA for a couple of years now and has introduced his oldest son to it also. He started out in N gauge and worked with the Capital City Model Railroad N-gineers Club. His interests later turned to HO scale and he also got involved on the board for the SCWD Division. Bill is a "Pennsy Nut" just like J.S. from Blue Island.

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MIKE CARLSON

Mike started model railroading in 1955 and began attending NMRA events in the Wisconsin South Eastern Division since 1965. He has served as a Superintendent for that Division for the past 4 years and has been a member of the MWR Board for those 4 years also. Mike feels that his four years experience qualifies him to serve as a competent Director at Large in considering the needs of the entire Region.

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1978 This is the second issue from 1978

President's

Report

By Lou Bushfield

For many years the NMRA office was operated from the basement of Bob Bast's home in Canton, Ohio. Two years ago, when Bob retired his position as National Executive Secretary, the office was moved to Indianapolis. In the 1200 square feet of space that she has, Midge Reber maintains membership records, and keeps her stock of BULLETIN back issues, NMRA Data Books, binders, jewelry, scale converters, etc. Since much of this material is bulky about 70% of the space consists of a storeroom. This is quite crowded with cartons stacked to the ceiling in much of it. The actual office area is also being used to store several dozen cartons of various items.

It has been the dream of NMRA officials for some time to have a place that could be called home, a place for the office work to be done, with space for a library, and hopefully, a museum of some kind. Obviously the present 1200 square feet is a long way from that dream. With the help and cooperation of NMRA members from all over the world, the dream may soon become a reality.

As NMRA members you recently received a letter from former President Gene Hickey about the NMRA's Building Fund. The response has been very great, as you can see by looking at the current issue of the NMRA BULLETIN. But we still have a long way to go. A number of very generous donations have been made, including those of Kalmbach Publishing, Champ Decal, and the Model Railroad Industry Association (MRIA). These donations, and several others, have all been for \$1,000 or more! There have also been a fairly large number of \$100.00 donations, but by far the largest number of donations have been in the \$10.00 range.

I am sure that almost all of us can find \$10.00 to give to the fund. As nice as those big donations are, they won't be the ones to put us over the top. I'm sure that you've all heard stories about plaques, statues, and memorials of all sorts being built with the pennies collected from school children. Pennies, not dollars! I'm not suggesting that you send pennies, but I am asking that you send dollars. Every little bit helps turn the dream into a reality. Just write a check, mark it for the Building Fund, and send it to the Indianapolis office. The address there is: NMRA, Inc., P. O. Box 2186, Indianapolis, In 46206.



for President:

STEVE KING



A practicing model railroader for the past 25 years, and an NMRA member for most of them.

Active at all NMRA levels, from Division Superintendent to RAILFUN 76 Chairman, and currently MWR Director.

The Midwest Region can be known as the "doing" region - doing more and doing it better - if we all pull together.

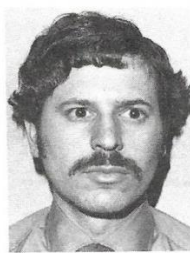
With the support of a strong and an active Board, I want to see the MWR develop the professional management needed to ensure the Region's future. To do so the MWR must be streamlined, must innovate, must experiment, and must become more efficient at getting things done. It's a task requiring the mutual support of all of us, our Divisions, and our National - but it can be done. Can I have your help?

WILLIAM STEWART

no resume available

for Vice-President:

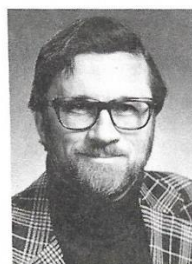
FRANK CASSMAN



Frank joined the NMRA in 1966 and worked for more than 10 years as an elected or appointed official of the Calumet Div. Time on a division board gives him exper-

ience to serve on the MWR BOD. Taking into consideration, the problems for a division are basically the same for the MWR—promoting model railroad having fellowship, and remaining solvent. He feels that achieving the first two, the third will fall into place. Two years as WAYBILL Editor, he has gained first hand knowledge on Region BOD workings. Most problems facing the board can be overcome by hard work. Let him work for you!

RICHARD CECIL



Started model railroading in 1948 - when Varney was the big one - but left the hobby in 50's for college, army and so on.

Interest rekindled with vengeance in 1975 from going to WISE Division Open

House. Since then, joined Board of Directors for WISE and am currently serving as Assistant Superintendent.

As head of personnel and purchasing for large City of Milwaukee operating department, can bring definite administrative strengths and ability to the MWR. Strongly believe Region can best serve members by strengthening Divisions and by continuing programs such as the Historic Herald special car series.

for Director-at-Large:

WILLIAM BRUSHABER

no photo available

Bill has been a model railroader for 28 years, first in American Flyer, then S-Gauge, then HO. He joined the NMRA back in 1962 and has since been active on the

Board of Directors for the Calumet Division. For the past 9 years Bill has served the Cal-Div as Committee Chairman and Superintendent during the last two years. He also served as a Co-Chairman for WAYFREIGHT '78. Bill says, "I feel that it is important to keep the MWR the only non-dues paying Region and I would like to pull together the Divisions so that they can keep tabs on each others activities."

THOMAS ECKSTEIN



Tom has been a member of the NMRA for the past 10 years and has been serving on the BOD for the SCWD in the capacity of Director for several years, has served as

Associate Editor for the BAD ORDER for 6 years, and was the Treasurer for RIDE THE ROD'S '78. Tom says that if elected he will work at keeping the MWR non-dues paying, actively find out how the Region can serve the membership better, and keep politics out of model railroading to keep the fun in it for everyone.

(Continued on Page 4)

1979 Spring – Summer 1979

ALBERT KAMM Jr.

no resume
available

to see active people active in the Region working to bring model railroading closer to all of us.

RAYMOND THOMAS



Ray joined the NMRA in 1971. As a charter member, he was instrumental in organizing the Fox Valley Division, serving as its Treasurer for the first 2 years. Ray has continued to be active in a variety of Region, Division, and National committees.

He was elected to the MWR Board as a Director-at-Large in 1977 and was appointed as Waybill Publications Chairman. "As Publications Chairman, I feel we are giving the membership a quality regional publication worth reading, while at the same time turning around the Region's financial deficit caused by spiraling printing and postage costs. I want to keep working toward that goal. Will you give me your support?"

NEAL LUTYENS

no resume
available

JAMES WILHITE

no photo
available

Jim has been in the NMRA since 1970 and in that time he has served actively in the Central Indiana Division. He has served as Clinic Chairman, Asst. Super, and

Superintendent. He was the Convention Chairman for INDY JUNCTION in 1977. Jim has been writing a regular column

for the Division RUSTY SPIKE and has had some of his articles used by the WAYBILL and the BULLETIN. His wife is currently serving as Railette Chairlady for the Region and they make it a point to attend all Region functions.

JOHN PAUTZ



A model railroader for 25 years and a member of the NMRA for the past 18.

Began modeling in HO, but "saw the light" about 8 yrs ago and switched to O scale. Presently constructing 28x35 around-the-wall

layout designed for operation. Have actively served on the Division level in NER Garden State Division, and more recently, the MWR Fox Valley Division. Currently FVD Assistant Superintendent and MWR Advertising Manager.

Anxious to see the NMRA and model railroading grow in the MWR. Want

Shortages in the Soviet Union can prove embarrassing at times. For example Pravda (Truth), one of the biggest daily newspapers published in Moscow reported recently that pants without fly buttons have been issued to workers on the new Trans-Siberian Railway because of a button shortage. This particularly affected the Buryiat sector of the new rail way in Siberia. (Labor)

1979 Spring - Summer 1979

President's Report

This will be the last column I write as your Region President. At the Spring convention, I will turn the reins over to someone else—who that someone will be is up to you, the member. Elsewhere in this issue is information on the candidates for the different offices and a ballot. Please read the material and cast your vote.

I have served as your President for nearly 3½ years and thought it would be appropriate to reflect a little on those years. During that time, membership has increased by about 300 (about 10%). Unfortunately, it has dropped off somewhat this past year.

When I took office at the end of 1975, we had about \$3,300 in the bank. At the end of 1978, the figure was nearly \$4,700. We closed 1975 with a deficit of \$220. In 1978, it was less than \$100. Our income has been increasing each year, but regrettably so have our expenses. However, we have still been able to double our year-end balance in the last 3 years.

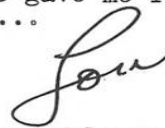
The largest single item in our budget is the WAYBILL. In 1975 the WAYBILL cost us \$2,200. In 1978, the cost was only \$1,950. We were able to reduce that cost because of the change we made in the publishing schedule. In 1975 we provided five 8-page issues; in 1978, you received two 16-page issues. It cost about \$200 more to print those two issues than it did the five in 1975. The big savings was from postage. In 1975, it cost us \$900 to mail five issues; in 1978, the cost to mail two issues was \$565. If we had printed five issues last year, mailing costs alone would have been more than \$1,400. Fortunately, a large part of our mailing costs—if not all of it—is paid for by our advertising revenues. I hope that you will show your appreciation to these Region supporters by patronizing their stores. Hopefully, we will soon be able to publish a third issue each year.

Our major source of income is our conventions. We have had some very successful conventions in recent years, and I hope that trend continues.

The most interesting and exciting thing that has happened during these last three years as far as I am concerned has been the introduction of the Region's "Historic Herald's" car series. Suggested by the WISE Division's limited run series, the project has gained the Region a great deal of favorable comment and publicity. Income from the first two cars has provided the capital for the next car in the series as well as repaying the original "seed" money. With the current TP&W car the Region should start to realize a profit each time a car is issued.

Well, that's the highlights of the past 3½ years. I can't--nor do I want to--take all the credit for what we've accomplished. It would not have been possible without the help of a lot of dedicated volunteers. These people have given of their time, their energy and their money to publish the WAYBILL, plan conventions and do all the other jobs that need doing. They have all worked hard and it just wouldn't be possible to name them all. Because I might miss someone (and we don't have enough space anyhow), I just want to say a heartfelt "thanks" to them as a group. It's been a lot of hard work, yet it's been fun, too.

Now, I wonder if I can find that kit my wife gave me for Christmas, 1975...



The Calumet Division has just released another limited run HO scale car kit. Keeping in the theme of reproducing local railroads, this car will be a model of a Elgin Joliet & Eastern 50' single door boxcar. The car will be a Train Miniatures 50' steel side boxcar painted green and lettered with the system's route map on the side. The cars will be sold for \$4.00 (\$1.00 extra for mail order) Make checks payable to the Calumet Division. P.O. Box 606, Midlothian, IL 60445

1979 Fall Vol 28 No 2

Lou Bushfield given plaque for his service to the MWR.

Carl Traub becomes the 14th MMR for the Midwest Region!

Carl Adolph Traub, 81, Oct 6, 1994, Milwaukee: Carl Traub, NMRA Life Member #31 (1961), served on the Board of Directors from 1968 to 1974. He was honored as the National Model Railroad Association's Master Model Railroader #77 in 1979.

Carl contributed to Model Railroader magazine since 1942 with articles about scratchbuilding and shop practices. Although he preferred to build models from scratch, he Co-Owned Globe Models, a producer of HO freight car kits, which exists from 1942 to the early 1950s when Athearn purchased Globe.

Gil Reid, a colleague and NMRA Mid-Continent Member, was among family and friends who shared remembrances at Carl's funeral service.

Deaths. Carl A. Traub, 81, Oct. 6, Milwaukee. Traub, life member #31 (1961), served on the board of directors from 1968 to 1974. He was honored as the National Model Railroad Association's Master Model Railroader #77 in 1979. He had contributed to Model Railroader since 1942 with articles about scratchbuilding and shop practices. Although he preferred to build models from scratch, he co-owned Globe Models, producer of HO freight car kits, in the late 1940s and early 1950s. Gil Reid, a colleague and Mid-Continent member, was among family and friends who shared remembrances at the service.

**Carl Traub passed away October 6th, 1994 in Milwaukee.
If anyone has a photo of Carl Traub, I, John Coy, Midwest Region Member, Central Indiana Division, would like to have one of Carl.**

President's Report

"THE TENNESSEE TAJ MAHAL"

Steve King

PART 1: WHAT ARE THEY GOING TO DO WITH MY MONEY?

The Tennessee Taj Mahal. Well, that's what some are calling it!

"They're going to bankrupt the NMRA." "What's the matter with Indianapolis?" "Who wants a museum in the hills of Tennessee!" "I heard Whit Towers is going to live upstairs in the place . . . free!"

Irresponsible statements by irresponsible people, most of them, tending only to muddy the waters. The issue of an NMRA headquarters building is one that should be of concern to us, but I don't believe our opinion of the project should be formed from listening to biased and sometimes even untrue statements. Let's try to step out of the arena a moment and look at the battle from a distance.

First, given that the NMRA is an ongoing concern, it will in the future need SOMEPLACE to conduct its business. The options are rent or buy. Renting means we have a regular expense, year in and year out, coming of course from our principle source of income - dues. Whenever we stop paying rent, we're out on the street - no home. Whenever the "owner" raises the rent, we pay up or move on somewhere else. A nice simple arrangement. We pay money for "living" in someone else's home.

Buying means we make a long term arrangement. Rather than "spend" money on a regular basis for rent, we invest it. We invest capital in something we can use, a building. The money doesn't go away, it isn't "spent", it simply changes form and becomes a building.

Now the catch. IF we can obtain that capital from you, as a donation, we don't have to borrow it from someone else - someone who will charge us dearly for its use. The NMRA will invest your donation in a building. Remember it hasn't been spent, just "parked". More important, however, **MONEY IS NOT BEING SPENT FOR RENT.** Dues money collected from you is not being spent to rent an office. This otherwise "wasted" money is available for other things.

So what happens? You "loan" the NMRA money now in the form of a Building Fund donation. That money is invested now in a headquarters building. With its own building, the NMRA won't spend the dues money otherwise needed to pay rent. The money you "loaned" the NMRA thus comes back to you in the future as "more-NMRA-for-the-dues-dollar". Along the way, the NMRA acquires an asset - a building. We own it, it's ours - yours and mine - and no one can put us out on the street again . . . or raise the rent!

The choice is a rather simple one. Pay now or pay later. Having argument with the location, the building style or the building purpose has nothing to do with it.



Next time: PART 2 - WHY NOT PUT IT IN
HOG WALLOW GAP?

Answer on next page!

1980 Spring

MWR PRESIDENT'S REPORT

"WHY NOT PUT IT IN
HOG WALLOW GAP?"

by Steve King

Well, why not put it in Hog Wallow Gap! "It", of course, being the NMRA's headquarters office.

It probably could be put in Hog Wallow, or in any number of a hundred locations throughout the country. Afterall, the site requirements for our office are not particularly demanding. We don't require a deep-water port, nor do we consume great quantities of electricity, water, or other commodities. Regardless of how important we may think of ourselves, our headquarters is to many communities no great undertaking, and hardly any great plum for the economy or employment of an area. We're whistling in the dark to think otherwise.

Our home office could, therefore, have gone to any number of cities. We are in Chattanooga not for what other locations may have lacked, but for what Chattanooga has and can do for us. Other cities weren't disqualified; Chattanooga met our requirements, modest as they were, and had for the NMRA the most to offer us.

In early March the NMRA took deed to approximately one acre of land adjacent to the Tennessee Valley Railroad Museum in Chattanooga, Tennessee. The land is ours -FREE- so long as we use it as our NMRA headquarters office site. The site is quite adequate for our needs; it's convenient to major highways, it adjoins what will be the TVRM's operating base, it has a very attractive overview of the TVRM railroad valley, and it overlooks the Southern's Cincinnati-Atlanta "Rathole" Division mainline.

In a city the size of Chattanooga (325,000), the arrival of the NMRA into town is news. Our NMRA mid-year board meeting, held in Chattanooga, was news too with the press covering the exchange of property that gave us our new building site. The TVRM people were very gracious hosts; they and the community are sincerely glad to have us locating there. Afterall, we're all really very good for each other. Tourism is big business in

Chattanooga and millions of people each year visit the area's attractions; the Chattanooga Choo Choo being but only one.

In short, Chattanooga has a lot going for it, and we are now a part of it. We have a plot of land that is ours - and it's free - money we didn't have to spend elsewhere. We have an attractive building site - not in an industrial park - that is a real asset. We are in a city that is pleased to have us - and in what must be the most railroad oriented city in the country! Our TVRM neighbors are super people with a real going operation. The Chattanooga area economy is strong, cost of living beats most areas, it's large enough to have the services we need, yet not so large that it buries us.

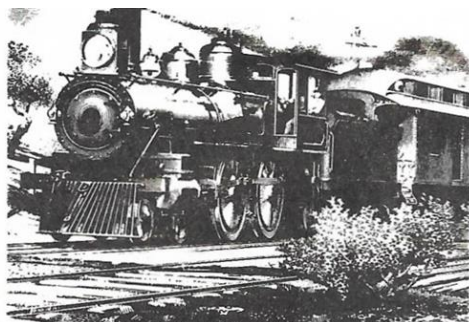
Oh yes, we could have located somewhere else. But I don't know why!

Steve

1980 Spring

A Clique!

Membership Directory



HIGH BAWL!

Rumor has it that this organization is run by a clique. I shall now dispell the rumor by saying that it's true! Yes, that's right, it's true. Also, let me say you the membership has made it possible for this to happen. As I see it, many of you sit back and, "let George do it", then complain why this or that isn't done for the Division or the Region.

The reason we see the same faces over and over again doing the jobs that need to be done is because it's the same people over and over again who give up their spare time for the membership. But I'll let you in on a big secret! You too can join the clique without knowing someone on the "inside". It's really very easy! Just give a call to your local Director, Superintendent, Paymaster, Trainmaster, Clerk, or whoever (they're listed in the Waybill or your Division newsletter), and say the magic words, "I want to help".

I promise these magic words will open the doors into this prestigous organization's hierarchy. Who knows, in time, as an association volunteer you too might find yourself the leader of a clique.

Qualifications? Got to like people, got to like trains, and got to want to help your NMRA. I'd be willing to bet there are hundreds of you out there. Don't forget those magic words!

MWR MEMBERSHIP DIRECTORY

As this is written we have received approximately 400 entries for the MWR's special membership directory.

We will start compiling the directory soon after the April 1st deadline passes. Since we haven't done one of these before it's a little uncertain how long it will take. We expect, however, that copies will be mailed by late June. Allowing for the normal 2-3 weeks transit time for 3rd class mail, you should expect to receive your directory sometime during July.

EVERYONE LISTED IN THE DIRECTORY WILL AUTOMATICALLY RECEIVE A COPY. Some additional copies will be printed and will be available for NMRA Midwest Region members at the Fall '80 convention.

THE JUNCTION

We are, you know, at a junction. For nearly 50 years the NMRA has grown and prospered; from just a few hundred to a group of about 30,000. We've grown primarily because of a lot of effort from a lot of volunteers, and because we did the things people wanted us to do. It's a formula that's served us well.

We're at a junction, however, a point from which the NMRA has two ways to go. We can move off down the branchline, taking it easy, doing things pretty much the way they've been done in the past. Or, we can move out down the mainline, pick up speed, and venture off into the future.

If you want your NMRA to continue to be what it's been, then let's keep on doing things the same way. Understand though, that means the new things you want done won't happen. The organization won't significantly grow, few new programs will be undertaken, and what you see today is what you'll get. I'm not saying that's bad nor that you're not getting your money's worth. It's simply a statement of fact.

If we truly want the NMRA to grow and to prosper, then we've got to accept the fact the ways of yesterday may no longer suit us. It's not that they were wrong in the past, nor just because they're "old" ways that they should be thrown out. They have been so successful they've outgrown themselves! We have gotten too big, too complex, and too consuming to be run entirely by a group of non-professional volunteers.

The NMRA has real talent. Most of the organization's volunteers do a super job, and many bring real professional expertise to the job. We couldn't afford to replace them. But look at the facts. The NMRA's annual budget exceeds \$250,000. A typical convention is a \$100,000 plus operation. We're constructing a \$400,000 headquarters building.

We need the insight, dedication, and talent of our volunteer staff to provide direction to these programs. But, I believe, our needs would be better served if

professional assistance was sought to execute them. As an organization, more of our talent can now be put to the task of developing new programs. And, if the NMRA is to grow into the future we need be something more than the NMRA of today.

We publish a nice magazine. Our standards are recognized throughout the industry (because economically it's smart for a manufacturer to follow them), and we do provide a few other miscellaneous services. We could be a lot more if we're willing to let our management grow with our organization.

Steve

1980 Fall MIDWEST REGION ANNUAL REPORT

MWR ANNUAL REPORT

MIDWEST REGION
NATIONAL MODEL RAILROAD
ASSOCIATION
ANNUAL REPORT - AUGUST 1980
TRUSTEE: STEVE KING

The NMRA's MIDWEST REGION continues to sustain itself with an active program of events and programs. Highlights since the mid-year meeting include:

- Wisconsin Southeastern Division hosted the Midwest Region Spring convention May 1-4 in Milwaukee. Attendance: 475.

- MRIA/MWR model railroad show, Hawthorne Mall (40 mi NW Chicago). Approximately 100 exhibits and 65,000 attendance.

- South Central Wisconsin Division model railroad show, Madison. Approximately 75 exhibits and 6,000 attendance.

The MIDWEST REGION Publication Committee, with Ray Thomas as chairman, Frank Cassman as Editor, Bob Mulvey, Bill Navigato and Jim Mess as the crew, continue to publish excellent issues of the Waybill. The 20-page publication is mailed FREE three times per year to all 3000 MIDWEST REGION NMRA members. Approximately 65% of the publication's cost is supported by advertising.

developing long range organizational and financial plans.

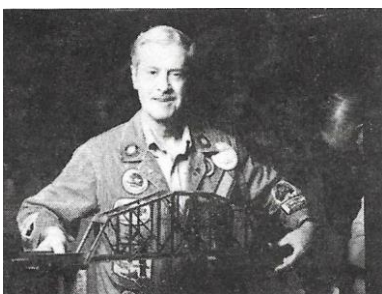
The MIDWEST REGION continues to express concern for the long term growth of the NMRA. Without expansion of the organization's scope, beyond that of today, we cannot reasonably expect to attract new members. We cannot continue to rely so heavily, and so exclusively, on the programs of the past. They may have served us well in the past, and may continue to serve us well in the future. But, we MUST expand our vision, look forward, and look to the horizon for new ideas, new programs, and a new NMRA. I ask my fellow officers to listen - listen to your members, listen to your non-NMRA members, and listen to each other. The NMRA's fate is in our hands. I hope we're not just along for the ride.

The MIDWEST REGION purchased two NMRA "Building Fund" trains and has plans, though an incentive program, to award the sets to MIDWEST REGION members. A committee is currently active developing the promotional program.

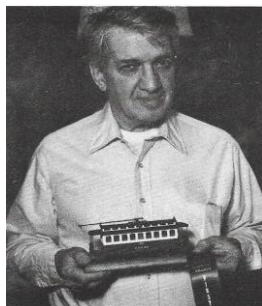
Other active committees are at work developing module standards, preparing special edition Historic Herald cars, revamping the MIDWEST REGION executive handbook, and

1980 Winter

RAILFUN 1980 CONTEST WINNERS

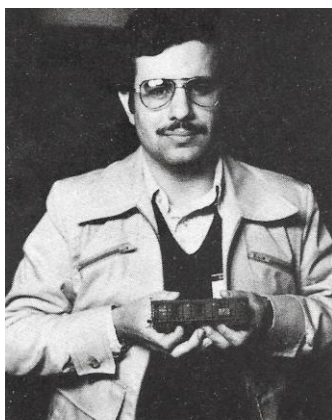


**Charles Martin MMR 41
Scratch-built bridge**



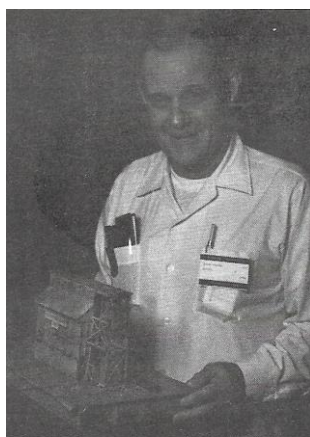
CHARLIE DYXIN

Charles Dyxin (future MMR)



DEAN INCOPERO

ST& S kit based HO



JEROME ANDREWS

C&NW Waycar kit based HO



PALMER KLOSTER

**HO general Store
Scratch-built**



WILLIAM G. LORENCE

**HO Niles Frt motor
Labelle kit**

1981 February

Al Westerfield announced as MMR #87--15th MMR for the Midwest Region



Illinois resident Al Westerfield is Master Model Railroader No. 87. Al's is a familiar name to most readers of the *BULLETIN* and *Railroad Model Craftsman*. Al is Manager, Regulatory and Clinical Affairs, of the Amersham Corporation. He and his wife Patricia have two children, Diane and Steven. Al earned his MMR award with Achievement Certificates for Cars, Structures, Civil Engineering, Electrical Engineering, Chief Dispatcher, Association Volunteer and Author.

Al, believe it or not, can remember the day he became a model railroader. He was 11 and visiting his grandparents in Riverdale, N.Y. At a nearby toy/hobby shop he noticed a Roundhouse all-metal ("metal's better") box car in the window. He thought: "Hey! That looks like a real box car." Until then, his only model railroading experience had been a Lionel set, some Strombecker models, and the *Model Builder* magazines his father brought home for several years. Later that year Al bought his first kit—a Roundhouse CB&Q outside-braced box car, and followed them up with Mantua, Athearn

MMR 87 Al Westerfield

and JC Silversides kits. That Christmas his parents bought him an HO train set, and he was in business.

His first layout took shape when the family moved to suburban New Jersey and Al was allotted part of the basement. One of his early projects was a giant scratch-built balsa model of the Quebec Cantilever bridge. Returning to modeling after a four-year hiatus for college, Al rebuilt the bridge as a starter project. He joined the NMRA and the Garden State Division of the Northeastern Region, and at the first meeting he attended, won first prize in the model contest with that bridge.

Al's second layout occupied the entire living room of his first apartment. Despite this, Patricia married him, and Al takes the view that she certainly knew what she was getting into. Their first house, purchased in 1971, was the home of the first John Galt Line. Upon moving to Illinois, he started the second John Galt Line. Planned as a 15-20 year project, about 500 of the eventual 800-plus feet of track are in and control has been established for decent operating sessions. After four years of building, scenery has finally been started.

Al began writing for division and region publications in 1966, but by 1973 had honed his writing, drafting and photography skills and was ready for the commercial press. Since then, he has had about 25 articles published in *RMC*, including half a dozen chronicling the philosophy and building of the John Galt Line. He has had three covers on the *BULLETIN* (including last month's) and two on *RMC*, and has put together two NMRA tape/slide clinics.

An NMRA member for 17 years, Al is a life member. The Garden State Division, "recognizing", as Al puts it, "a sucker when they saw one", elected him to the BOD where he served as treasurer. His contest efforts led to a three-year stint as NER Model Contest Chairman. He was also Nominating Chairman, and is an honorary life member of the NER. He now belongs to the Fox Valley Division of the Midwest Region and serves as Chief Clerk.

Soon after joining the NMRA, Al decided to try to become an MMR. He pursued the contest categories with vigor, and received his first AP award in 1966. However, he mellowed a bit with age and decided that MMR should be the result of pursuing the hobby rather than the object; that he should not receive the honor until he had truly earned it. Those of us with whom he shares his hobby efforts, through his writing and photography, know that he has indeed earned his MMR award.

As a final thought, Al says: "Model railroading has both group and individual functions. When it comes to my layout, I'm pretty much of a loner. But I find I need infusions of enthusiasm, new ideas and just *talking*. This is where the group comes in. I heartily endorse NMRA divisional and regional meets for this purpose, but even more important is to belong to a small group of modelers having similar interests and talents. I've been extremely lucky in belonging to two, one in New York and now in Illinois. So thank you Harold, Adolf, John and Frank; and Don, Don, Donn, John and Tom. I couldn't have done it without your help."

Midwest Region IN RETROSPECT

by RAY THOMAS

The NMRA is international in scope and almost 30,000 members strong. A realization far greater than the imagination of a small group of men that gathered together in Milwaukee, Wisconsin on Sept 1, 1935 to form the National Model Railroad Association. Their original goal was to promulgate industry standards for the purpose of equipment compatibility.

Early growth centered around the industrialized upper midwest and northeastern parts of the country as well as a pocket of semi-isolated enthusiasts on the west coast. The economic conditions of the depressed thirties as well as war-time travel restrictions in the early forties lead further to this feeling of isolation of these members on the western perimeter of our country.

Growth continued and it became readily apparent that a division of the organization into geographical areas was necessary in order to better serve the needs of the individual members on a more local level. The year 1943 saw the formation of the Pacific Coast Region. It met with immediate success.

NMRA leaders here in the midwest were quick to recognize a good thing and began discussion of forming another region. Our first regional meeting took place in Room 423 of the Chicago Grand Central Station on December 6, 1945. An auspicious beginning in appropriate surroundings.

The president of the NMRA at that time was Ed Ravenscroft, a resident of Glencoe, Illinois and one of the mainsprings behind the region's formation. In opening the meeting he defined the purpose of the National Organization and described some of its early accomplishments since inception. He overviewed the basis of Regional Organization and made note of the fact that this, the NMRA's second region would do well to emulate the Pacific Coast Region, which had in the short time since its organization achieved more than noteworthy success.

The official charter of the Midwest Region was then presented and Ed Ravenscroft was given the distinct honor of becoming Charter Member #1. The Midwest Region originally encompassed the states of Illinois, Wisconsin, Minnesota, Iowa, Nebraska, North Dakota and South Dakota, and the western part of Indiana.

One hundred and four members attended this first meeting. Before it adjourned, John L. Mueller of Peoria was elected President, Earl E. Ruhland of Milwaukee, Vice President; Naome Bauer of Milwaukee, Secretary; and John Schmitt of Chicago, Treasurer.

Regional dues were even a topic of conversation back then. After much discussion it was resolved that there would be no formal dues structure to the fledgling organization. All members present were to voluntarily contribute fifty cents each. The hat was passed and a grand total of \$40.84 was collected. The origin of the odd thirty four cents was never determined.

Today the Midwest Region membership hovers near the 3,000 mark and following in the foot steps of our forefathers we still remain a dues free region. Only one other region, The Mid-Central Region, operates within a dues free structure. The Midwest Region, however, is the only region that publishes and distributes free to all its members a region newsletter while maintaining the dues-free structure.

The first issue of the Midwest Region WAYBILL was published December 1, 1951 under our first editor, G. William Long. Throughout the fifties and sixties and WAYBILL grew into an 8 page eight issue per year publication keeping the membership of the Midwest Region currently informed concerning regional happenings. Publication of the WAYBILL was then and still is the region's greatest single expense. Publication financing was thru ads from hobby shops and individuals as well as proceeds from regional conventions and meets.

In the seventies inflation started taking its toll. In a move to cut costs the WAYBILL was cut back to six issues. Continued inflation forced us further into deficit budgets.

The WISE Division presented the MWR Board with a long-range solution to its financial problems. WISE Division monies were utilized on an interest-free basis to finance issuance of the Region's "Historic Herald Series" car kits. The "Historic Herald Series" consisted of a limited run of car kits of regional railroad cars never commercially produced. Past examples included Monon Box Car #1, a 50 foot T P & W Box Car complete with multi-color herald, Burlington Sand Hopper, and the newest release a CGW 40 foot box car.

Although an instant success, all profits were plowed back into the project to repay WISE Division for its interest free loan, as well as to establish a fund to finance the next car. Brian Holtz initially chaired the "Historic Herald Committee" and was instrumental in getting in on sound footing. In 1980, the first "Historic Herald Series" profits were turned over to the region treasury.

However, as mentioned above, this was a long-range solution to a present problem. Another temporary expedient to solve our continuing deficit problem reared its head in 1976 when the National Convention, RAILFUN 76, was held in the Chicago suburbs. Convention chairman Steve King placed the Convention Company Store under the auspices of Regional Treasurer Don Herling with all company store profits to be turned back to the MWR Region Treasury. Included in those sales were the official Convention Car Kit as well as the Official Convention Patch. National Convention income proved to be profitable but a one shot transfusion to the Treasury and 1977 saw us again facing deficit spending.

Our greatest single expenditure still was the WAYBILL representing over 50% of our annual budget expenditure. A task force chaired by Ray Thomas studied the problem and presented its solution at the May, 1977 MWR BOD meeting. It was suggested to reduce the number of WAYBILL issues from six per year to two per year on a temporary basis. This would substantially reduce postage costs. In an effort to keep the regional membership informed on the same level as before, each issue consisted of between 16 and 24 pages. Once funds started rolling in from the "Historic Herald Series" we would reschedule publication at a three or four times per year basis, but only if we could continue deficit free. The task force

recommendation was accepted by the BOD and the new WAYBILL schedule went into effect. A Fall issue was printed in 1977: a Spring and Fall issue in 1978. In 1979 the number of issues was increased to 3 per year thru addition of a Winter issue. Region members were once again receiving 60 pages of reading copy thru the region newsletter.

The first mail ballot for election of members of the Board of Directors was issued in 1953. Members of that Board of Directors were then appointed as officers of the region. Marvin E. Duesing was our first president under the new system. Mail ballots have been continuously in use since that date and new board members were voted in each year. 1974 saw the formation of elections for a two year period with half of the board being voted in in each of the two years. A further refining took place when in 1977 the President and Vice President were elected by popular vote rather than appointment by the board. Lou Bushfield became the region's first elected president. Bill Stewart was elected Vice President.

As the region continued to grow it was again recognized that the individual member could be better served on a more "grass roots" level. Spurred on primarily by the efforts of William J. Angus, Sr., the Land of Lincoln Division and the Center Indiana Division were chartered on May 20, 1961. By 1970

eight divisions were actively servicing the needs of over 50% of the region membership. Redistricting in 1975 saw 100% of the membership serviced by eleven active divisions. All divisions are represented on the Midwest Region Board of Directors by their respective Superintendents. These divisions have done much to promote the successful growth and strength of the NMRA here in the Midwest Region.

In 1962 the Midwest Region gained the nickname of "Green Stamp Region" or "GSR" because of its instantaneous success under the newly inaugurated NMRA Achievement Award Program for the designation "Master Model Railroader". The Midwest Region proved its greatness and unquestionable right to the title of being that region with the most achievement awards and Master Model Railroaders. Region officers proudly proclaimed that "GSR" really stood for greatest single region. Our early success was due largely to the efforts of Jack Kirby Taylor, who after organizing

1981 Spring

MWR IN RETROSPECT CON'T

and promoting the Achievement Program within the Midwest Region was appointed Achievement Awards Chairman for the National Committee. By 1970 a total of eight members of the Midwest Region had qualified for the award. By 1980 fourteen region members had attained the designation "Master Model Railroader". Willis Ehlert, our previous Region Achievement Awards Chairman, followed in the footsteps of Jack Kirby Taylor, and is the present National Chairman for the Achievement Awards Program.

On June 5, 6, & 7, 1970 the Midwest Region celebrated its first 25 years at its Silver Anniversary Convention held in Chicago. All past presidents were recognized and presented with a tribute for their efforts in helping to make the Midwest Region the largest and best region in the National Model Railroad Association.

On January 17, 1971, the region formed a Division "O" which consisted of members that had moved from region territory but still wanted to maintain contact with the region, its activity, and its members. Also members of other regions were eagerly seeking information concerning our region activities and conventions.

Division "O" membership offered these people the WAYBILL with its notification of coming events. Instrumental in the formation of Division "O" as well as its first chairman was Stew Marshall. Stew has since moved from region territory and is now a member of his own creation.

In 1971 the Midwest Region was the only region to attain "Honor Region" status in the NMRA through qualification in all three categories: membership, life membership, and 100% NMRA clubs.

So much for the present; where do we go from here?

Naturally, the future of the Midwest Region is tied directly to the future of the National. The NMRA membership of approximately 30,000 represents less than 6% of those estimated to be actively pursuing the hobby of model railroading. Put in another light, less than 15% of Model Railroader magazine readers are members of NMRA.

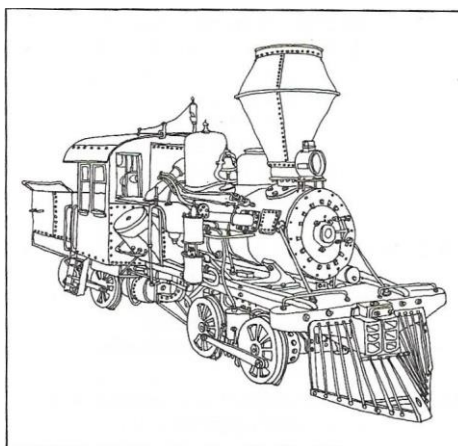
Should we continue as an organization limited in scope with limited membership or do we expand to a broader organization with appeal to a broader number of people. Recently we have seen the

formation of clubs centered around various interest groups. The list of railroad historical societies grows monthly. Narrow gauge guilds and fraction groups are another example. Such organizations were formed only because the structure of the NMRA was limited in scope.

Several areas of change are under consideration by the National at this time. Some of these areas of change are commented on by Steve King in the President's Report Column in the Winter 1980 and this current issue of WAYBILL.

The direction of change in which the NMRA is headed at this time is unknown. Only one thing is certain: change there will be.

1981 Fall



1981 Fall MIDWEST REGION

PRESIDENT'S REPORT

IT'S ME AGAIN!

Yep, it's me again. For another two years you've elected me president of your region. I appreciate your support and your confidence. Though I ran unopposed, a number of you took the time to indicate a "vote of confidence" on your ballot. I thank you for doing so.

So now what? If I sometimes sound as though the NMRA is always going off in the wrong direction, don't mistake my intent. We have a strong organization with almost 50 years of history being run by a good number of dedicated people. I think we've come a long way and, as I've said before, I feel the NMRA could go much further. If I sometimes sound critical it's only to the extent I'm frustrated we can't move faster toward being more.

Here in the region we're trying to cope with a number of problems and in the process commit the region to a program of activities that will keep it strong and an important part of your NMRA.

Some examples? As Frank has pointed out in his column, the cost of communicating with members is not going down. Divisions and the region all spend considerable sums to communicate regularly with you the member. It's been tossed about before, but the stakes are higher now - why not combine the regional and divisional newsletters?

The problems are many, from purely mechanical ones involving assembly and publication of the material, to more subjective ones involving pride and autonomy. But let's suppose, just for fun, those problems could be overcome. Suppose the new WAYBILL was indeed the "voice of the region" and incorporated each division's bulletin also. Might it go like this:

1. Published regularly and in the mail SEP 1, NOV 1, JAN 1 and MAR 01.
2. Division news is combined with the regular WAYBILL and mailed to everyone. Total cost is less.

3. Each division may "buy" space for its news. The cost would help to cover the expense of the WAYBILL, yet be less than the cost of individual mailings.

4. Divisions receive "credit" toward the cost of their space by selling advertising from their divisional area. An active advertising campaign by a division could completely offset the cost of their space.

Different? Yes it is. Would it work? I don't know, though I think it could if we wanted it to. What do you think?

Modular layouts are becoming more and more popular. The reasons vary, but it is a fact. We need a way to effectively promote model railroading, and the NMRA, to the public. Isn't there some way we could bring the two together?

Try this. NMRA members or groups with modules are encouraged to "register" with the region. The region acts as an "agent" for the modules, coordinating and arranging locations where the modules can be shown. Model railroading gathers a crowd, and by doing so it is a desirable attraction wherever somebody wants people - like shopping centers.

I think we could sell the service of a model railroad display. Some number of dollars for a model railroad layout set up, right here in downtown River City! The Region contracts for the display then arranges with the module owners to bring their modules - not for free you understand, but for a portion of the revenue the display generates. Maybe the arrangement is 25¢ per mile per module from wherever the module "lives" to the show site, or something like that. Individuals and groups with modules would be somewhat compensated for their time and effort, the region has a "display", and everybody gets to promote our favorite hobby.

Would it work? Don't know about this one either! What do you think?

I do know for sure, unless we do something, nothing will get done. Want to try?



1981 Fall

THEY DID IT AGAIN!

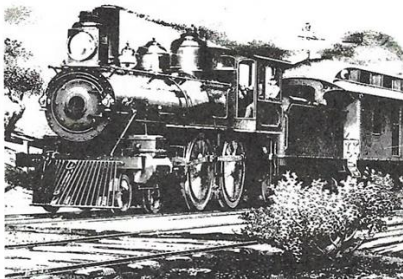
The Post Office did it again! Raised the postage on us poverty stricken people. Don't they know we're a non-profit organization!

At the Region we've watched the WAYBILL improve in quality during the last couple of years and we're proud of its accomplishments. Many of our Divisions are also, and rightfully, proud of their publications. But we both are frequently covering the same ground and thus just duplicating our costs. Yes, duplicating. Most of our Divisions regularly spend money for postage to inform their membership - a portion of the region - about what's happening, while at the same time the Region spends about \$375 in postage to inform many of the same people.

We've discussed at some length the consolidation of publications, keeping in mind the pride each division has for its own newsletter and the reluctance to relinquish autonomy.

It seems logical, however, we could all get more mileage out of each buck by letting the WAYBILL serve to inform all the members for all of the divisions. But the WAYBILL

COST OF WAYBILL



HIGH BAWL!

isn't published frequently enough and the publication dates don't always coincide with each Division's calendar. These are technical problems though - we can work them out if we want to.

I'd like your opinion, however, on some other more subjective questions facing us. In an earlier member survey you told us what you wanted to see in the WAYBILL. We're looking now to see how we can do it:

1) Can we afford to publish monthly, bi-monthly or quarterly when each WAYBILL issue cost now about \$800?

2) Should, could, or would your Division contribute a share to the cost of publication?

3) Would a division buy a page or pages in the WAYBILL to replace their own newsletter?

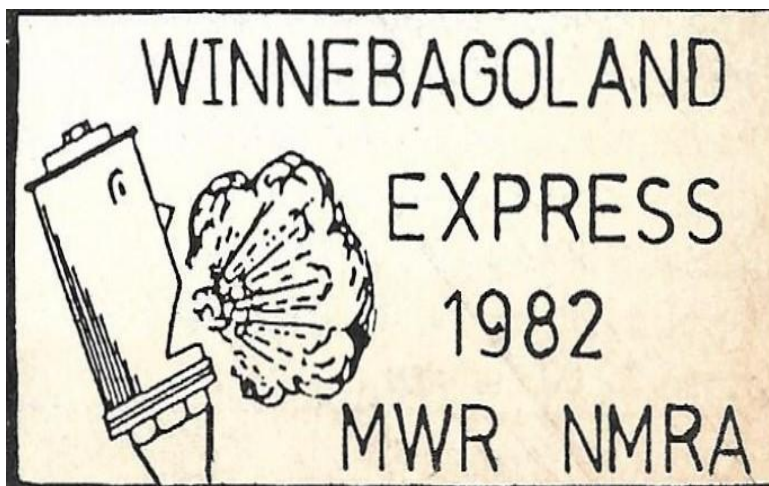
4) Is it important for everyone in the Region to know what other Divisions are doing? Do you care? Do you have any interest in other Division's activities?

5) Should the WAYBILL go only to those who subscribe? How about two issues per year to all, more to "subscribers only".

Oh yes, there are many more questions and ideas. I know you have some. We need your feedback and we need your thoughts. It's a tough problem not made any easier by the ever increasing cost of postage. We realize communication is a critical part of what you look for from the NMRA and Midwest Region. We need your help to tell us how we can best use your dollar to communicate with you. Won't you please take the time to talk to your Superintendent, Director, or to me?

Krank

1982 Spring



1982 Spring

CANDIDATES & NMRA BUILDING FUND

SPRING ELECTION

Directors at Large

ELECT FOUR!

Every other year we elect four directors-at-large and this year we have seven excellent candidates from which to choose. However, you must select only 4—any more will void your ballot. The following have agreed to serve you to their best ability: Hank Brown, Dick Cecil*, Evert Dade, Palmer Kloster, William Lorence, Peter Reinhold, and Bob Willer*.

(*denotes incumbent)

Bob Willer* - Bob Willer has been a model railroader since he received a Lionel set at the age of four years. He is an active railfan and modeler, with a layout currently under construction in HO scale. It's based on his favorite prototype railroad, the Spokane, Portland & Seattle.

"During my current term as your Director-at-Large, I have enjoyed meeting many of you at several of the Region's conventions. I tabulated the results of the membership survey and produced the MWR Model Railroaders' Roster, which included the results of the survey. My attendance record in representing you at Midwest Region Board meetings has been virtually perfect.

"I have been privileged to serve you for the past two years, and I would look forward to continue to do so for the coming term. Thank you."

Hank Brown - I joined the N.M.R.A. in 1977 at the age of 34 after having been a model railroader for 28 years. I joined our local South Central Wisconsin Division thinking that I could learn more about model railroading, in particular scenery and electronics. I was surprised to find many people interested in the same things at varying stages. I learned not only things which interested me but that the membership was interested in helping all members advance in their knowledge of our hobby.

As clinic chairman I was able to draw from within our group to have many hands-on clinics related to all facets of modeling. I was pleasantly surprised to find the extent of research and audio-visual aides which are available to us to further our knowledge.

I would like the opportunity to serve as your Director-at-Large in order to share ideas I have learned and responsibilities of advancing our hobby by coordinating railshows, open houses, and layout tours, and as a liaison between your local divisions and the National Association.

William G. Lorence, MMR - Bill is a Registered Professional Engineer with the Winnebago County Highway Department. He is currently Supt. of the Rock River Valley Division and Chief Engineer of the Shenandoah and Tidewater R.R. (HO)

Bill is very active in the Achievement Program, and is an avid model builder. He holds Master Model Railroader Certificate #45.

Peter Reinhold - My name is Peter Reinhold and I'm running for Director-at-Large. As an active member of the South Central Wisconsin Division, I attend monthly meetings and BOD meetings. I was also 1982 Model Railroad Show chairman. I worked with the BOD and division members to organize this highly successful annual event at its new location this year. I also enter modeling and photo contests.

I have been interested in model railroading for some 15 years. HO has been my scale most of that time, until a recent switch to Sn3. I had been interested in narrow gauge for several years.

I like to keep on top of what's happening in the hobby in all scales. I read MR, MRC, MAINLINE MODELER, NARROW GAUGE and SHORT LINE GAZETTE, and S GAUGIAN.

I would appreciate your vote. Thanks.

PALMER KLOSTER KANKAKEE, IL.
Palmer Kloster has been a member of the NMRA since 1954 and his status is a life member. He is very active in divisional activities and now is giving service to the region. He is a judge in many region contests and gives clinics when asked. He has been a volunteer in every sense of the word. Now he would like to be part of the policy making board of directors. He is familiar with the problems that confront a governing body.

His current position is the editor of the Calumet Division Newsletter and advisor to the Division BOD.

DICK CECIL* MILWAUKEE, WI.

EVERT DADE URBANA, IL.

NMRA BUILDING FUND

The Midwest Region has purchased an NMRA Commemorative Headquarters Express HO train set; two HO scale NMRA Headquarters Building kits and one N scale Headquarters building kit to support the NMRA building fund. In order to raise additional monies for the building fund drive, these items will be raffled off at the 1982 Midwest Spring Convention which will be held at Green Bay, WI. on April 16, 17, and 18th.

Our Region has set a goal of raising \$2500 to \$3000 for the NMRA building fund. In order to achieve this goal, we will need the support of ALL Midwest Region members.

Each division superintendent has enough tickets for each member within his division. Contact him for your winning ticket. Tickets are priced at \$1.00 each, or 6 for \$5.00. You need not be present to win.

The July 1981 printout from the National Headquarters shows 3289 Midwest Region NMRA members; therefore, if each region member purchased ONE ticket, we would easily reach our goal of \$3000+.

Won't YOU consider assisting YOUR division and region in supporting YOUR NMRA building fund drive! YOUR support will be greatly appreciated

Tom Eckstein
Director-at-Large

1982 July

Thomas P. Eckstein announced as MMR #96--16th MMR for the Midwest Region

MMR 96, Thomas P. Eckstein

personality profile/**Tom Madden**



MMR No. 96 is Thomas P. Eckstein. Tom and his wife, Shirley, live in Madison, Wis., where Tom is a registrar with the Madison Metropolitan School District. He also put in 10 years as a telegrapher-agent for the C&NW Railway before going into the education field.

Tom has two model pikes: a 6 x 8-foot European N scale railroad called "Die Schnitzelbank Bundes Bahn," and a 20 x 13-foot HO layout, the "Tired, Pooped and Exhausted." His interest in European railroading springs from his attendance at the 1971 NMRA convention in London. A pre-convention rail tour of the continent led to the purchase of some European N scale equipment "just for display," and it grew from there. His HO railroad is free-lanced, but based on the Camas Prairie, and is set in the 1930-1950 era. Tom has also built three 1½ x 4-foot traction modules for a modular traction group he belongs to.

A visit to the famed Minirama in the Wisconsin Dells over 16 years ago started Tom in the hobby. He joined the NMRA in 1969 and has attended almost every national convention since. He served two terms on the Midwest Region BOD, several terms on the South

Central Wisconsin Division BOD and was assistant editor of the SCWD "bad order" for several years. Tom is also the author of two NMRA tape/slide clinics. He earned his MMR award with Achievement Certificates for cars, structures, scenery, civil engineering, electrical engineering, association volunteer and author.

Tom has won both novice and advanced awards in division-level contest. Nevertheless, he would like to see less emphasis placed on entering contests, where there can be only one winner, and more placed on the merit award system, where you don't compete against your colleagues.

A life member of the NMRA, Tom also belongs to the C&NW Railway Veterans Association, the C&NW Historical Society, the National Association of Railroad Passengers, the Wisconsin Association of Railroad Passengers and the Morse Telegraph Club, Inc.®



Tom was an avid model railroader. He was a member of the National Railroad Association and a charter member of the Riverside & Great Northern Railway.

Tom passed away October 27, 2021

THE CONVENTION DILEMMA

Conventions, like many other NMRA functions, have changed over the years. Activities at conventions have changed - we do things today that we didn't do before and, some things we were used to doing just don't happen anymore.

Conventions for the most part are, I think, bigger and better than they used to be. More people attend and enjoy, and on general each convention brings new and different things to do. That's good, that's the way it should be.

But with bigger and better, and more and more, comes some things which aren't so good. Convention coordination becomes more complex. It simply takes more people doing more things to pull off a complete convention. But with a little help that burden can be spread around and experienced people can be called upon to provide direction.

One of the uncontrollables impacting convention, however, is the cost of facilities. It's a simple fact the cost of hotels, both sleeping rooms and meeting space, has gone up considerably in the past few years. To host a convention today takes a reasonable sized facility, and reasonable sized facilities cost money.

Who pays? In theory everyone should pay, but in fact those who stay overnight at the facility pay the most. Meeting facility space is usually provided, or costed, based upon the number of sleeping rooms used. If everyone stays overnight at the hotel, then everyone contributes to the facility costs. Those who attend the convention but do not stay at the hotel get, to a degree, a free ride. Yea, but the hotel rooms cost too much! You may be right, but therein lies the dilemma. To have a convention the size and complexity of today's convention, and with the convenience you've demanded, require a major facility. Sleepy Time Cabins might have the \$10 room

but they don't have the meeting rooms, the food services, the parking space, and so forth.

We're going to try some things to help us out of that dilemma. Understand though, they are experiments, and as such we welcome your constructive comments.

First, to help more equally share the facility costs we will experiment at Spring '83 with a special registration discount for those who stay overnight at the hotel. People staying overnight in the hotel are helping to pay for meeting rooms. A part of the registration fee also goes to cover meeting room costs. If you stay overnight at the hotel

and register for the convention, you pay twice. The special discount is intended to compensate for that.

Second, we're looking for a group to host an "economy" convention. To reduce costs the convention activities would be held in a separate facility - a school or meeting hall for example. For those staying overnight, nearby motels would be used with special emphasis on arrangements at low cost facilities. Some of the convenience of a larger hotel/motel would be lost and it might be a several mile drive from the motel to the activities. We might even consider eliminating the banquet. A number have indicated a desire for this type of "economy" convention, and if we can find a host we're willing to try it. We hope you'll vote your support of the experiment with a registration!

It's not an easy problem with a simple solution. Conventions are a staple in the NMRA region diet, but if they are to continue to be successful we have to keep looking for ways to keep them appealing. We've got to be willing to try some things, experiment, knowing some experiments will be successful, but some will also be flops.

NEXT TIME: WHO SHOULD ATTEND?

Steve

1983 Spring

Steve King: President Tenure over

So long! It's that time. Time for me to say "So long" My term of office as your MWR President expires this spring and this is my last WAYBILL column.

Am I glad? Yes and no! Yes I am glad to be passing along some of the work involved in being president. Not that I minded but it was sometimes work and four years is enough for a while! Most of the time though it was really fun-honest- and it was satisfying. When a president can have good people to help and can work in a region like ours then it can be that way.

Frank Cassman is one of those good MWR people who just keeps on working. Frank has been vice-pres. for the entire four years too- right there when I needed him and always ready to pitch in where and when work needed to be done. Don Herling, treasurer and Luana Wilhite, secretary, have been there just quietly doing their jobs. Two more super people! And all along your directors- at-large and division superintendents have done their part along with the many committee chairman and committee chairpeople who regularly volunteer their time to keep the region going.

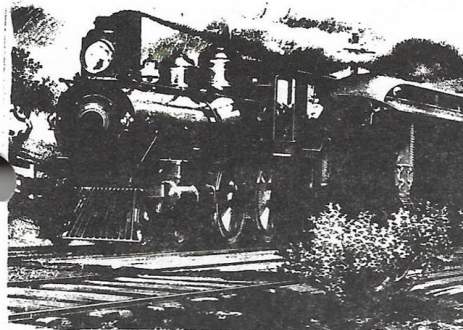
The MWR is still dues free- one of the only two such regions in the entire NMRA. Everywhere else region activities come at an extra price but thanks to the hard work by all the MWR people - people dedicated to keeping the MWR dues free. We have been able to bring you the benefits of a strong NMRA region without the price of dues. They all have my vote of thanks for being great people to work with and ought to have yours for what they have been able to do!

Will I miss it? Sure I will! But then I'm not leaving the region, just saying "so long for now". You have a good group of people running for the region offices. Give them your vote of confidence by voting.

Steve

1983 Spring

Frank Cassman Stepping Down as Editor



HIGH BAWL!

The time has come to make room for the new. This is the time for someone else to take charge of the WAYBILL, especially with the changing of the guard. I'm sure the new President will find some one able enough to handle the editorship. We all go through dry spells which can cloud up one's perspective. I have enjoyed the editorship and dislike to give it up. The position gave me an opportunity to meet many model railroaders. By talking to others I've found that most don't talk to their respective officials about the gripes they have concerning the MWR. The answer to this comes down to one word "dialogue". Dialogue between the member and his official. So come out and talk!

I thank you for the last five years.

Frank

1983 Spring

MWR CANDIDATES

PRESIDENT

WILLIAM G. LORENCE, MMR

Bill resides in Rockford, Il. has a family, and employed as a professional engineer.

He is currently the Superintendent of the Rock River Valley Division. Bill carries a life card from the NMRA, MER, and the NER. At one time he served the NER as their vice-president and for 4 years as the Editor of the "COOPER".

Bill is a firm believer of the Achievement Program for he holds all the certificates. He believes that model railroading is fun and that the hobby is a great place for everyone to "Do their own thing, together".

PRESIDENT

ROBERT MOSKAL

Bob is a resident in Arlington Heights with his wife and son. He works as a computer consultant.

Bob is currently the Achievement Program Chairman for the MWR. He had served as a Director at Large and as Superintendent of the Fox Valley Division. He also aided in putting on the conventions of '75, '76, '79 and is now serving as the "Highball '85 MWR Convention chairman.

If elected President of the MWR he intends to carry on the traditions that has made this Region what it is and what it stands for today. With your help he'll be able to serve you in the best possible way to keep this Region one of the most outstanding in the NMRA.

VICE-PRESIDENT

RICHARD CECIL

Dick resides in Milwaukee, Wi. and is the Assistant Superintendent to the Wisconsin Southeast Division. Dick had served for 4 years on the MWR board as Director at Large. He is currently the Regional Convention Chairman, a post he has held since 1980. He has volunteered to be the Convention Chairman for the 1985, 50th Anniversary NMRA National Convention. If Dick is elected he indicated he would continue as the Convention Chairman. He strongly believes that the region conventions are the most important service offered to our members and pledges to improve their quality.

DIRECTOR AT LARGE

THOMAS H. MALADECKI

Tom is a resident of Rockford and works as a procurement agent for the U.S. Government. Tom has served his division at various levels, Superintendent, Assistant-Super, Chief Clerk, and Newsletter Editor. At the regional level he serves as Director at Large and Publications Chairman.

Tom feels the MWR serves several functions. One, a primary purpose is providing an organization allowing model railroaders a place to meet and share ideas. Second the NMRA educates the members about the hobby. It pleases him to share with others his skills and knowledge. He also feels that it is privilege to serve you as Director at Large and looks forward to serving you again.

DIRECTOR AT LARGE

TOM BOYD

Tom resides in Stickney, Il. with his family and is an electronics technician by trade. He is currently the Calumet Division's Chief Clerk, Contest Chairman, and Editor of the Cal Div. News.

He would like the opportunity to serve the MWR in the management of the activities promoted by the region.

DIRECTOR AT LARGE

LAWRENCE M. LEWIS

Lawrence (Larry) M. Lewis resides in St. Anne, Il and is a mechanical engineer. He is currently the Superintendent of the Calumet Division, member of the NMRA promotion department, and Contest Judge for the MWR-NMRA. He feels that we are losing too many members because the cost of being a member is out of hand. He would like to see at least one region meet conducted at a bare bones price.

DIRECTOR AT LARGE

AL POTTS

Al resides in Madison, Wi. He joined the NMRA in 1974 and in 1980 became a life member. He is currently the SCWD's Chief Clerk and is very active in the division's Annual Model Rail Show. Al is very interested in the achievement program by helping others gain certificates and with this experience, he is working towards his own MMR certificate. Al now would like to work on programs on the regional level as your Director at Large.

1983 Fall: Bob Moskal becomes MWR President and resigns as MWR AP Chairman.

1983 Winter

COMMITTEE CHAIRPERSONS

ACHIEVEMENT PROGRAM

William Lorence, MMR
1821 E State St
Rockford, IL 61108
815-226-0609

AUDIT

Russ Sackett
329 Birch Ct
Oregon, WI 53575
608-835-7018

BALLOT

Lawrence M. Lewis
249 N 6th Ave, P O Box 578
St Anne, IL 60964
815-427-8481

CONVENTION

Richard Cecil
2310 E Webster Pl, Apt 202
Milwaukee, WI 53211
414-961-1594

HISTORIC HERALD CAR

Joris Thompson
239 N 37th St
Milwaukee, WI 53208
414-342-8867

MODEL CONTEST

Thomas Boyd
5029 S Lockwood
Stickney, IL 60638
312-496-8372

MODULAR LAYOUTS

Harry W. Brown
622 Oak St, Rt 2
Cottage Grove, WI 53527
608-839-4939

NOMINATING

Don Mayo
7204 Shirley Ct
Middleton, WI 53562
608-836-9129

PHOTO CONTEST

A. Craig Benson
405 Raymond Rd
Waunakee, WI 53597
608-849-7948

RAILETTES

Clarion Thompson
239 N 37th St
Milwaukee, WI 53208
414-342-8867

PRESIDENT'S REPORT

by Bob Moskal

Congratulations and a pat on the back must be given to Chris Pantos and his staff for a job well done on the "Chicago Ltd. '83" convention! Their hard work brought conventioners from the four corners of the Region and beyond, and I am pleased to see such a good turnout for the event.

Since becoming President I have attended several Divisional events which included area meetings and annual shows. I am very pleased to see so many members actively involved in attending, participating in activity, and volunteering their time at the events. Your attendance is very important to these gatherings because it informs those who are running them that they are doing a good job and most likely they will try to make the next better. Participation in clinics, contests, or selling beverages provides the group the input that you have some interest in becoming more active and they will welcome the help with open arms and you will feel better. Volunteering your time as a member to project new ideas and thoughts into areas not touched on or dormant due to overload already put upon some of the already active members is important and needed. So the next time you attend one of the local events walk up to one of those in charge and introduce yourself as a member and ask if you can help out somewhere in the organization.

I am receiving news letters from most of the Divisions, however, those that do not have newsletters please drop me a note indicating most of your Division meeting dates so that I can coordinate my dates and attend one of your meetings.

Happy New Year and Happy Railroading,

Bob

WHEEL REPORT

by

Tom

Maladecki



This issue of the WAYBILL is a little smaller than usual. Our budget doesn't allow us to publish a large Winter issue. But, it is a lot larger than the Winter issues you have been receiving. In fact, we have not published a Winter issue in a few years. We hope you enjoy this newsletter format. If you do, let your Regional representatives know because it is a way of keeping the membership of the Midwest Region informed. We would like to repeat this format in the future if the MWR membership finds it acceptable.

This issue has three main purposes. First, elections are coming up. If you want to be a candidate for one of the four Director-at-Large positions, you have to get your nomination in as quickly as possible. Second, the joint MWR/MCR Bi-State meet at St. Louis will be held March 3-4. You will have to get your registration in for this mini-convention soon. (I enjoyed it last year, and I'll be going back with lots of film this time. See you there?) Third, our Spring convention, Dairyland Express '84, will be held May 18-20 at Madison. This issue gives you advance information so you can plan your Spring calendar. (Again, more film for the 25+ layouts, and the E-3 and F-7 on the fan trip!)

Happy Modeling,

Tom

HISTORIC HERALD

The latest Historic Herald car is a Nickle Plate Road 40' Double Door Boxcar. The model is the new McKean car, painted by Con Cor. To order, send \$6.95 per car (\$8.00 overseas) and a SSAE to:

Joris Thompson
239 N 37th St
Milwaukee, WI 53208

Make checks payable to Midwest Region, NMRA.

1984 January

Alan Potts announced as MMR #102--17th MMR for the Midwest Region

Master Model Railroader 102, Alan R. Potts

Alan R. Potts has become Master Model Railroader 102. Alan lives in Fitchburg, Wis., with his wife Sarah and son Andy. He's a laboratory technician with the Wisconsin Department of Agriculture, Trade and Consumer Protection.

Alan's pike is the HO Wyoming Southern Railroad, a fictional branch of the Union Pacific set in southeastern Wyoming during the mid-1950's. In addition to standard gauge HO, the layout features some narrow gauge trackage on an upper level. A short traction line is also under construction. This present layout is the culmination of almost 20 years in the hobby and was preceded by several layouts in O-27, HO and N scales.

An NMRA member since 1974, Alan became a life member in 1980. He's a member of the South Central Wisconsin Division, and has served on the divi-



sion's board of directors for five years as clerk, assistant superintendent and contest chairman. Alan has served in many volunteer positions, and is currently the divisional AP chairman. He earned his first Achievement Certificate in 1981 and now holds certificates for cars, structures, scenery, civil engineering, electrical engineering, chief dispatcher and association volunteer.

Alan is concerned that many members misunderstand the requirements of the Achievement Program. He reminds us it isn't necessary to enter contests to earn Achievement Certificates; merit judging can be done by a selected panel instead. Also, he feels more modelers could earn certificates if they would be aware of the AP requirements as they construct their home or club layouts. "Work with the certificates in mind—don't do them as an afterthought" is his advice.

1984 Spring

Division 0 has been discontinued by the MWR Board of Directors. It was established to handle Waybill subscriptions. This doesn't mean that others can't subscribe to the Waybill. It only mean Division 0 has been dissolved.

1984 July

Palmer L. Kloster announced as MMR #104--18th MMR for the Midwest Region

by Tom Madden

MASTER MODEL RAILROADERS

MASTER MODEL RAILROADER #104 PALMER KLOSTER

Palmer Kloster has become the NMRA's 104th MMR. Palmer, 48, lives in Bradley, Ill., with his wife Janet, daughter Karen, and son Paul. With a degree in music education from Western Michigan University, Palmer has taught both vocal and band music at all grade levels for the past 22 years.

A Marx tinplate set for Christmas at age five first exposed Palmer to the hobby, but his introduction to scale model railroading was far from typical. A 1952 bout with polio left his right leg paralyzed, so Palmer persuaded his father to buy him a Mantua Shifter, some cars, and track. Palmer still has the Shifter and cars, and even some of the old steel track left from the 4' x 5' layout that resulted from those first purchases.

Palmer first joined the NMRA in the late '50's. He also joined the Kalamazoo Model Railroad Club while at Western Michigan, and in his ten years as a member served the club as secretary, vice president, and president. The responsibilities of marriage, family, and home caused Palmer to become much less ac-

tive in the hobby at this point, although he did start a layout.

Then, another misfortune. An accidental fall resulting in a broken left leg confined Palmer to a wheelchair for three months. He began serious scratchbuilding during this confinement and has been at it ever since, specializing in Victorian-style houses. He rejoined the NMRA after moving to Bradley and has remained very active. He has presented clinics, judged contests, served the Midwest Region as Director at Large for several years, edited the Division paper for over three years, and is Chief Clerk of the Calumet Division. His models have won several first prizes and a Best-of-Show at regional contests, and two third prizes at the national level. He won MODEL RAILROADER's Model of the Month award in May 1982, and he has won photography awards at all levels. He's also the author of an NMRA tape/slide clinic on building a Victorian house. He holds achievement certificates for Motive Power, Cars, Structures, Civil and Electrical Engineering, Volunteer, and Author.

Palmer added a new dimension to his modeling when he put together a 2' x 4' portable trolley layout to display some of his models at a mall show in 1979.



Palmer Kloster

This "Victorian Street of the 1920's" display has proved so popular and given Palmer so much enjoyment, that it has been enlarged to three sections and measures 2' x 11½'.

Palmer feels we are losing members because our organization has gotten away from the principle of serving the needs of the membership. He has also noticed the national, regional and divisional organizations do not always work together for the good of the hobby, and could be more effective if tied closer together. Palmer has shown that a handicap can open up a new set of opportunities. With more members like Palmer, the NMRA would be assured of success.

1984 Fall

THE REGIONAL CONVENTION

