# Waybill

Mid West Region NMRA –
Summer 2025

# The *WAYBILL*

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**SUBSCRIPTIONS**
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**CONTRIBUTIONS**
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## In this issue



## Editor's Musings

This is the first strictly digital issue I have completed. I hope everyone made the transition from print to digital.

Producing only a digital issue is much faster than doing both. A big time-saver for me.

I would like to welcome new author, Dan Brewer. Dan has contributed two articles this quarter. Being digital, I am not space restricted and can make his photos larger than I formerly could.

The National convention will be relatively close this year, in Novi, Michigan, which is 25 miles northwest of Detroit. There are no door registrations allowed - you must enroll on-line in advance of the convention.

CORRECTION:
The cover of last month's issue was not the Overland Western Lines. It was taken at The North American Prototype Modelers Layout in Milwaukee.

An eagle eyed reader and Fox Valley Division Superintendent Mike Hirvela pointed this out to me. I was surprised that he was the only one noticing it.

When putting the Waybill together, I had forgotten that I had visited NAPM that night with my camera and took the photos. Sorry for any confusion.

I (or someone else - hint-hint) should do a feature on NAPM. It is one of the best layouts I have seen, as well as one of the largest.

On the last page you will find information about my latest book.

It was actually started in 1970 when Charles Stats began collecting information. He was never able to finish it. Reading all his correspondence, my interest was high. I am unsure of how many of his contacts are still alive over 55 years later, and still have an interest, but I thought the book was too important not to see published.

If you are interested in the North woods, logging lines, the Town of Tomahawk or William Bradley, this book is for you.

For more information, you can go to: https://mtwbook.dhke.com/

ON THE COVER

This months cover was taken at the Suncoast Model Railroad Club in Largo, Florida. Whenever they have a swap meet they open the layout to the public. I had never gone, so after the sale I went over to check it out. It is in an industrial building by some warehouses. I was impressed with the size and detailed scenery. The photos show the HO-gauge section. There is a N-scale layout in an adjoining room.

## President's Report
## by John Robert Coy, MMR 730 (John's Junction)

This is my FIRST report as your Midwest Region President. I would like to thank each and everyone of you for the honor, privilege and pleasure of representing and serving the Midwest Region as its President. I would like to thank and recognize our former President, Bob McGeever, who is now the Immediate Past President for everything he has done. I have the greatest respect and admiration for Bob. He certainly will be a tough act to follow. I also want to recognize Steve Studley for all his efforts and leadership throughout these past many years.

To begin: A nugget of wisdom! If you are contacted via email or text supposedly by me, or any other Board Member, asking you for money, gift cards, electronic transfer of funds, etc., there is a 100% chance it is fraudulent scheme. Always, always, always, contact me, directly from the MWR Website and inquire if you have any doubt at all. Unfortunately, this scam has happened before, multiple times, BE AWARE! It will occur again.

I appointed Phillip Burnside, MMR #754, as Region Treasurer. Connie Coy, MMR #763, shall continue on as Region Secretary. Robert (Bob) Perry, MMR #782, was elected as Vice-President. All of your Midwest Region Executive Board Members, including myself, less Bob McGeever, reside in Avon, Indiana.

This will make communication and coordination very convenient for the Avon Members of your Executive Board. Your Executive Board welcomes thoughtful recommendations and suggestions regarding the operation of the Region.

Congratulations and welcome to the new 2025 MWR Directors-at-Large Board Members: Larry Nelson, Bob Wundrock, Michael Hirvela, Dave Mashino, Precilla Roderick, John Poray and Ron Johnson, Directors at Large. Congratulations and welcome to Phillip Burnside (Treasurer), Connie Coy (Secretary), Robert (Bob) Perry (Vice-President) and Bob McGeever (Immediate Past President).

Note: I appointed Precilla Roderick to a Director at Large vacancy created when I appointed Phillip Burnside (who was a DAL) to become MWR Treasurer. Precilla has graciously volunteered to serve until May of 2026.

A monumental THANK YOU goes to Ron Sharping for years and years of faithful service as Membership Chairman! Thank you to Bob Landwehr for agreeing to take over the Membership Chairman role.

Thank you to all of you who have already graciously volunteered to serve on a committee. Thank you to those who have served for a long while already. Without people like you, the NMRA could not exist.

**SPECIAL EVENT:**
**ALL NMRA MEMBERS ARE WELCOME!**

**NMRA 90TH ANNIVERSARY CELEBRATION**

Monday, September 1st, 2025 at 11 a.m. Eastern time. That date, September 1, Labor Day, is the day the NMRA was created in 1935.
The meeting place:
MCL CAFE 1390 Keystone Way East, Carmel, IN
Special guest speakers:
Fred Soward, Central District Director
Ray Persing, AP National Chairman
The event will begin at 11 a.m. which is the opening time for the MCL CAFETERIA.
We will have opening remarks, followed by our guest speakers. Lunch will be immediately afterwards.

Members are then invited to the home of Master Model Railroader Dan Hinel (#700) who owns a world-class, HO scale, model railroad, which is one of the largest privately-owned model railroad layouts you will ever see. It is INCREDIBLY IMPRESSIVE! Dan routinely hosts operating sessions year round.

We are looking very forward to this event as it is the 90th anniversary celebration on the actual day. Those first 71 members could never have imagined we'd last 90 years and are an INTERNATIONAL organization, spanning the globe!

We should be named the "International Model Railroad Association" as was first mentioned in July of 1944. Even back then, we were much, much more than just the continental U.S.

Please NOTE, as reported by former MWR President Bob McGeever, there shall be NO REGIONAL CONVENTIONS either in 2025 or 2026. Why?

The NMRA National Convention in 2025 is in Novi, Michigan and the 2026 is in Chattanooga, Tennessee. Both of these locations are within a one-day drive of the Midwest Region boundaries. Money doesn't grow on trees. Therefore, it doesn't make sense for the MWR to “compete” with the National Convention; especially when considering the proximity.

Next!

The MWR By-Laws are ten years old. Therefore, I plan to ask the Board to “upgrade and edit” the By-Laws to address and conform to our reality.

Also, I am actively in the process of adding Members to Committees listed in the MWR By-Laws and I created a “ad-hoc” “Education/Achievement Program” Committee. Honestly, I was surprised to find that none of the eleven committees listed in the MWR By-Laws were an “Education/Achievement Program” committee. I hope to have this committee formally written into our By-Laws.

I am actively seeking volunteers for committees as I would like to see a minimum of three people on each committee. Why? Each and every committee member needs to understand the complete operation of their own committee, because sooner or later, there will be new committee members; who will need to be trained and taught about the committee's operation. Having three Members minimum per committee is simply a wise-business practice as it provides for smooth transitions.

In the past, one NMRA committee had one and only one member. Then, that member became unavailable (for whatever the reason). PROBLEM! What did that person do and how were they doing it?

A story I was told involved that one lone member was the only person on the Division's bank account, and he died. It took a few thousand dollars and an attorney for the Division to regain control over its own money. That is yet another great reason that we need more than one person on every committee.

Another thought, I plan to hold REGIONAL events, in lieu of a convention, of which the first is the 90th Anniversary Celebration on Labor Day. Dan Banks, our Region Convention Chairman, and I have discussed possibilities including visits to railroad related sites in and/or in close proximity to our Region. I am also considering beginning Region Zoom meetings as I would like to see our Region membership better connected.

For example: LINDEN DEPOT MUSEUM—Linden, Indiana. At 11:30 A.M. Eastern time, NMRA will meet at Messer's Bar & Grill in Linden Indiana for lunch. Immediately afterwards, we will tour the Linden Railroad Museum.

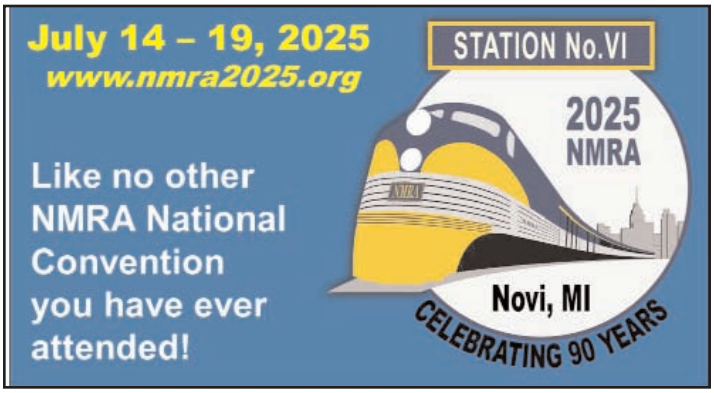
This will be our FIRST Midwest Region Field Trip. Please come for this first-ever Regional Field Trip event.

I will close with “Ask Someone to Join the NMRA.” It is been my personal experience that a person is more apt to join the NMRA if you ask them face-to-face.

In my NMRA tenure (beginning 2018), I have gotten 7 people to join. That's about 1 person per year. Just imagine what would happen if you, and our other members, all got one person to join the NMRA every year. Think about that. And while you are thinking about it, ask someone to join.

I look forward to our future together and sharing our passion for the greatest hobby in the world! Best wishes!

The next MWR BoD meeting will be held via the on-line Zoom application on Saturday Nov 8, 2025 at 9:00 am CDT. The meeting log-in credentials will be distributed by email to the BoD members approximately 1 week before the meeting. If you wish to participate as a guest, please contact the MWR Webmaster at: mwr.nmra.webmaster@gmail.com with your request.



# Region News

## Midwest Region Achievement Program Report

**by Jim Landwehr- MWR AP Manager**

I am happy to report that there has been a lot of activity from our members. They continue to take part in the Achievement Program all over the Midwest Region.
The following members received awards:

| | | |
|---|---|---|
| Philip Hottmann | Official | Verona, WI |
| David Dingman | Volunteer | Madison, WI |
| Mark Willmering | Dispatcher | Wauwatosa, WI |
| Bryan Wichmann | Scenery | Port Washington, WI |

As always, work with your division Achievement Program Manager first, and if there is a problem, feel free to contact me.
Thanks,
Jim

## A Blue Flag Means Safety

**by Dan Brewer**

I got interested in the concept of the Blue Flag and how it was used in railroading after reading how Robert Morningstar created an easy-to-use electronic version for his model railroad in Tony Koester's book, "*Guide to Prairie Railroading*" (Kalmbach Media - November 14, 2023). As someone who worked in the tech business since the early 1980s, the idea of a new tech feature for my Michiana Southern Railroad was intriguing. This article consolidates what I have learned about blue flags from various sources and how my brother and I put our spin on the concept for use on my model railroad. I am sure I have just scratched the surface on the subject, but here goes…

### Some Blue Flag History

Basically, a blue flag is a safety signal used in railroading to indicate that equipment or a track is being worked on, and that it should not be moved until removed by the person that put it in place. Blue flags are used to protect workers from being injured by equipment being moved unexpectedly.

The beginnings for the blue flag use dates back to 1874 with the Pennsylvania Railroad. Their rules (Rule 349) and regulations ensured that Pennsy railroaders placed a blue flag in the the coupling mechanism at the end of a railroad car (drawhead) or a blue lantern on car's protrusion to prevent it from being moved or coupled to by an engine or other cars. As far back as 1882, Southern Pacific's Rules and Regulations stated that a blue flag during the day and a blue light at night indicated that car inspectors were working on or under a car or train.

Not much changed from the early days as this excerpt on the left from an FRA memo that was sent out in 1974 shows.

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

DATE: October 1, 1974

In reply refer to: TB-74-60

TO : Regional Directors

FROM : Associate Administrator for Safety

SUBJECT: Safety Precautions When Making Equipment Inspections

Inspections of a type that could result in exposure to the hazards of moving equipment should ordinarily be made in conjunction with carrier activities which are being accomplished under protected conditions. Inspections may be made, for example, in conjunction with routine carrier inspections on arriving or departing trains or cuts of cars and at such time as the proper protection is customarily furnished. Such protection should consist of use of blue flag or blue signal, or locking of the switches governing entry to the track on which the inspection is made, or the equivalent.

Further, the current FRA Guide for preparing accident and/or incident reports deems blue flag errors important enough to mention.

**Train Accidents Cause Codes**

*(Appendix C of the FRA Guide for Preparing Accident/Incident Reports)*

**TRAIN OPERATIONS – HUMAN FACTORS**

| | |
|---|---|
| **Blue Signal, absence of** | **H201** |
| **Blue Signal, imperfectly displayed** | **H202** |

The Federal Railroad Administration (FRA) claims that blue signal regulations are considered a notable success in railroad safety. Before their implementation, between 20 and 25 employees died each year due to non-compliance with railroad operating rules. Today, standards have been created to ensure quick recognition of blue flag signs to provide an easy-to-understand, standardized message to workers. In 2010, the FRA produced their Guidelines for the Specification of Blue Safety Flags in Railroad Operations in order to formalize the design, procurement, and use of them.

## The Color is The Thing! (what goes into sign color)

Interestingly, safety color codes have been created in many industries and for many industrial purposes. This is done so that it is easy for workers to learn and recognize signs by type, color, and shape along with reading the message on the signs, similar to road signs. Studies have shown that 4-7 main colors work well for operators of industrial systems, but red, green, yellow, and blue work best. Fewer colors offer more concise information for the user to understand to

**Table 1. Properties of Blue Flag Products**

| | | Product Type | Message* | Chromaticity Coordinates x | y | Shape | Width (inches) | Height (inches) | Mount | Material |
|---|---|---|---|---|---|---|---|---|---|---|
| 7 |  | Dark blue flag | | .293 | .294** | Rectangular | 18 | 18 | Wooden dowel | Cloth |
| 5 |  | Light blue flag | | .231 | .274 | Rectangular | 13 | 11.5 | Wooden dowel | Cloth |
| 6 |   | Medium blue flag | "Safety First" | .195 | .158 | Rectangular | 18 | 18 | Metal pole with magnetic base | Rubber/ vinyl |
| 3 |  | Dark blue flashing light | | .181 | .188 | Cylindrical | 3.75 (diameter) | 5.5 | Magnetic base | Plastic lens |
| 4 |  | Light blue flashing light | | .166 | .209 | Round | 7 (diameter) | | Magnetic base | Plastic lens |
| 1 |   | Sign | "Danger Men Working on This Track" | .228 | .289 | Rectangular | 15 | 12 | Pole mount to rail | Metal |
| 9 |   | Sign | "Danger Men Working on This Track" | .190 | .238 | Rectangular | 15 | 12 | | Metal |
| 10 |   | Sign | "Safety First" | .153 | .143 | Rectangular | 15 | 12 | | Metal |
| 2 |   | Sign | "STOP" | .262 | .307 | Rectangular | | | | Metal |
| 11 |   | | "Stop Men at Work" | .200 | .276 | Rectangular | 14 | 12 | Pole mount to rail | Metal |
| 8 |  | Blue tape | | .167 | .169 | Rectangular | 1.5 | | | Vinyl |

* All messages were displayed in white text on a blue background.

** This product was purchased as a dark blue flag. The chromaticity coordinates, however, indicate more of a neutral color. What has most likely happened is that as the reflectance was reduced to achieve the dark appearance the range of chromaticities was also reduced.

comprehend the sign's meaning. The shades of the colors used are important as well. By specifying the shades used, the standards make the signs interpretation universal across a greater number of users. (International Commission on Illumination, 1975.)

After looking at the table below, I asked myself what the heck's chromaticity? I read that it is the color's quality, which is determined by its hue and chroma (purity, intensity, and saturation); attributes that are independent of its brightness.

Color is not the only important thing!

Some possible items of interest to the modeler from the FRA document are product type, message, color, shape, dimensions, how they are mounted, and what material(s) they are made from. See the chart on page 6 for examples.

Another interesting feature of the FRA signs document called attention to the text used to make the signs. FRA Specs indicate four essential components to a warning message.




1. Signal word(s) are needed that indicate the level of hazard and must be in All CAPS;
2. A safety symbol is included to provide pictorial emphasis;
3. The third component is the message containing 3 specific elements; the title of the hazard (e.g., men working), what to do to avoid the hazard (e.g., do not operate), and what will happen if you ignore the sign (e.g., lives are on the line).
4. The signature block that says who placed the sign and when, plus the date it is expected to be removed.

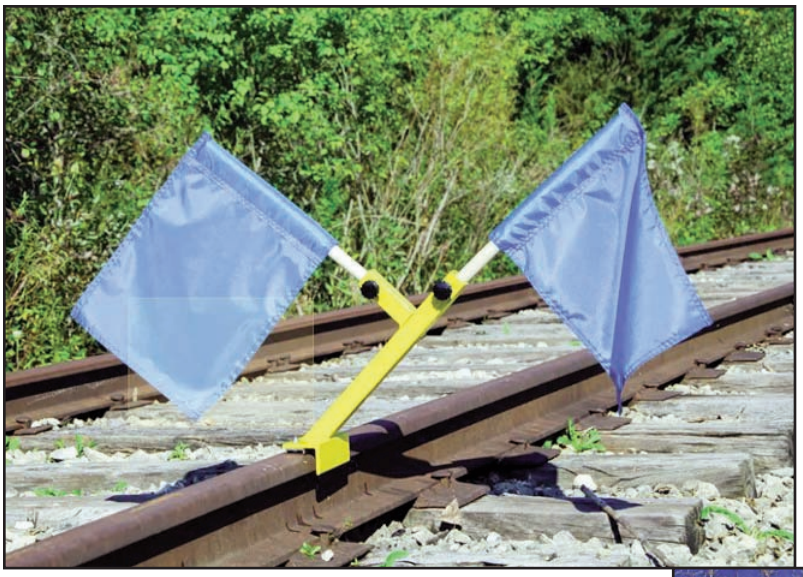
The Federal Railroad Administration (FRA) has a formal awareness program to promote safety amongst railroad employees and here are some blue flag examples from their Back2Basics safety awareness program.

Some pictures of actual Blue Flags are on the following pages.



Note the tag at the bottom of the blue flag on the locomotive. (Trains Magazine, Carl Swanson)


Non-locking friction mount blue flag device.



Magnetic pole mount blue flag.

Bolt-on foot-peddle-locking articulating flag mount.



Automatic Mechanical Blue Flag which activates when a derailer is activated.



This tank car “very” weathered Blue Flag came from a facility in Bondurant, Iowa on the Chicago Great Western, where petroleum was unloaded from tank cars. (Courtesy of Doug Harding, MMR™)

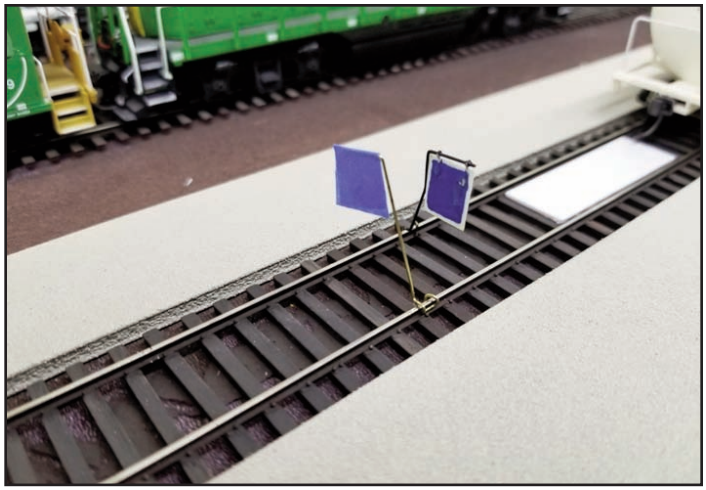
## Some Examples of Model Railroad blue flags.


Custom-made Blue Flag by the late Tom Stathis.

Blue crimp-on wire terminals used as Blue Flags.



Above: DCC Flag Man/Track Power Tester.



Above: Homemade wire holders with paper Blue Flags.


Left: Walthers Blue Flags. (Part#: 933-4162)

## Suncoast Model Railroad Club

**by David J. Leider MMR™**


Above: Paper diagram of the trackplan. hard to read, but better than nothing.

Right: Most Florida clubs have a spot for the Juice Train (Tropicana is big business down here) and this club was no exception.

A look at one of the towns. The Milk Bottle ice cream store is a nice touch.

This picture gives an idea of the size of the layout. The open house was well attended.

## Building the Electronic Blue Flag
**by Dan Brewer**

To begin the process, we had to come up with a plan for how this layout feature would work and seem (somewhat) plausible to use as a Blue Flag (timer).

This was our thought process:

-Devise operational logic to determine how the final product should work.
-Choose electronics hardware for the compute device, LEDs, pushbutton, etc.
-Program the chosen device based on the devised logic with free Arduino IDE software.
-Prototype the device on a breadboard to work out any logic or programming bugs.
-Design how to mount the electronics so it fits in the layout fascia.
-Assemble the final product.

### Operational Logic

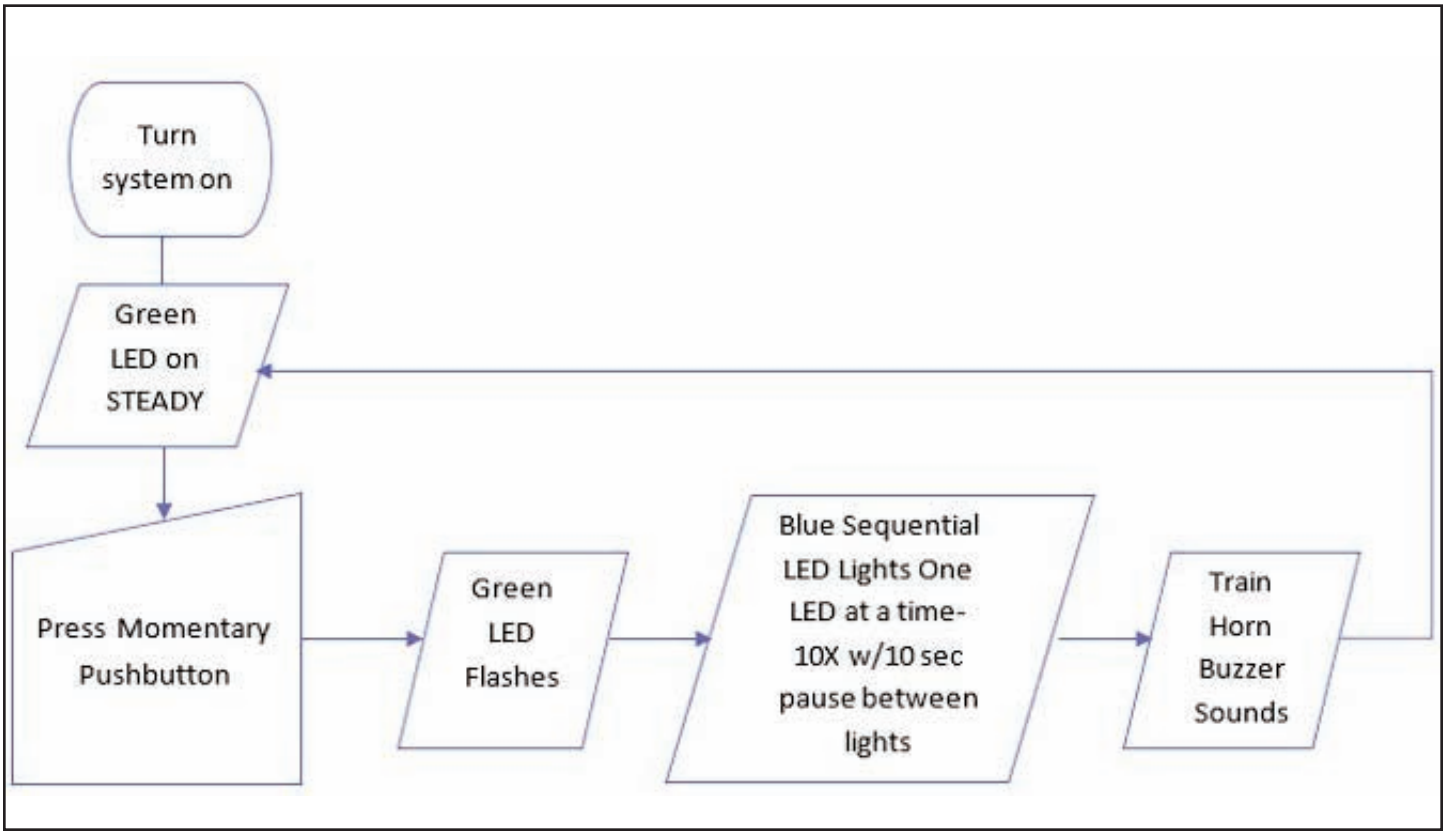
The Logic has the Blue Flag coming up with the DCC and LCC systems and be available to simulate the loading or unloading of a car.

On power-up, the green LED comes on steady on the panel. When the momentary push-button is depressed the lighting sequence begins. The green LED flashes throughout the sequence and returns to a steady light when it is finished. (Car is loaded/unloaded.)

Once the green LED begins flashing, the first of the 10 blue LEDs on the linear bar graph lights up. There is a 10 second pause and then the second blue LED on the linear display comes on. This continues until all 10 blue LEDs in the linear display are lit (blue LEDs 1, 2, 3 thru 10). There is a 20 second pause with them all lit, and then the blue lights decrement one at a time until they are all out (10, 9, 8 thru 1).

Once they are out (green LED still flashing) a train-horn-type buzzer sounds (1 long and 2 short) and the sequence stops. The green LED then stops flashing and lights solid.

The panel is now ready for another sequence to simulate the loading or unloading of a car.



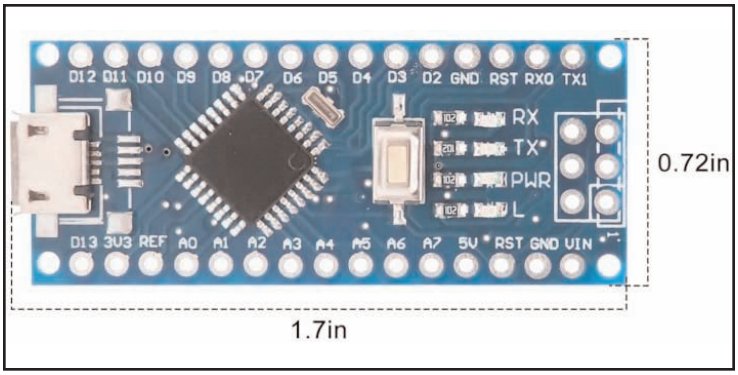
The Programming logic is stated below in programming terms as is done in the code.

Start
Green LED on
Read pushbutton when pressed
Green LED  begins flashing 1x/sec  //Green LED flashes
s 1x/sec
LED 1 on  //begin increasing
blue LED sequence
pause 10 secs
LED 2 on
pause 10 secs
LED 3 on
Pause 10 secs
LED 4 on
pause 10 secs
LED 5 on
pause 10 secs
LED 6 on
pause 10 secs
LED 7 on
pause 10 secs
LED 8 on
pause 10 secs
LED 9 on
pause 10 secs
LED 10 on
pause 20 secs
LED 10 off  //begin decreasing
blue LED sequence
pause 10 secs
LED 9 off
pause 10 secs
LED 8 off
Pause 10 secs
LED 7 off
pause 10 secs
LED 6 off
pause 10 secs
LED 5 off
pause 10 secs
LED 4 off
pause 10 secs
LED 3 off
pause 10 secs
LED 2 off
pause 10 secs
LED 1 off
pause 10 secs  //all blue LEDs off
Train-horn-like Tone sounds for 3 secs
Green LED lights solid
Sequence in ready state for next button press

Note: The Arduino code as developed in Arduino IDE software is available upon request.

**Electronics Hardware**

Because of its simplicity and flexible programming language, we chose the Arduino Nano for this project. The Nano's compact footprint is perfect for projects where space is a constraint. Its 1.7" by .72" format would make it easy to mount a small distance behind the railroad's fascia.

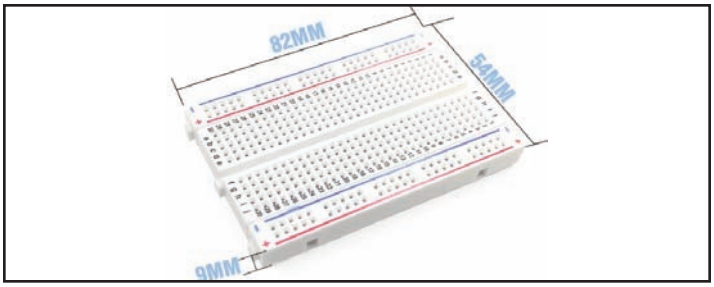


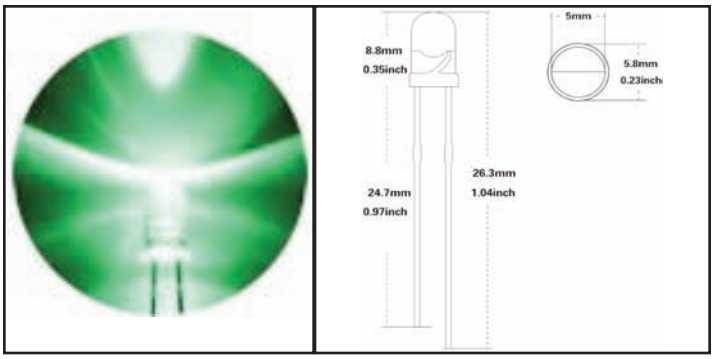

The Nano is very cost-effective compared to other Arduino boards and is generally more affordable. We only paid around $4 each for a 5-pack of Nanos ($20.99). Five was the number of industrial areas on the layout where I might deploy this type of blue flag so it was an economical fit.

The Nano provides the full functionality we needed, despite its small size, and has most of the features of larger Arduino boards, including analog and digital I/O pins, serial communication, and I/O power capabilities.

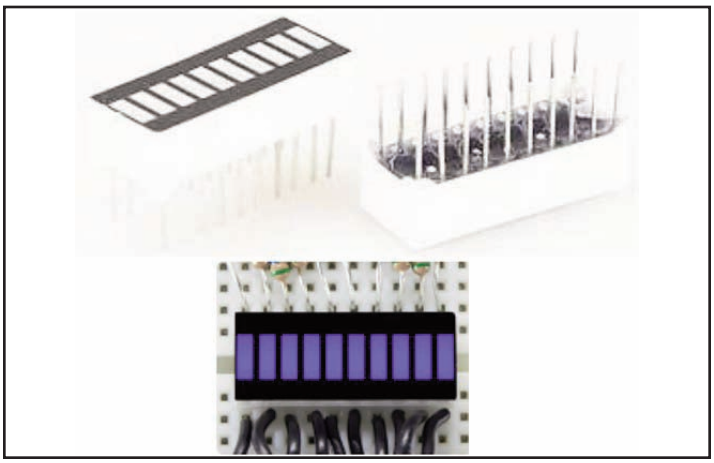
The Nano is easy to use and like other Arduino boards, it uses the same programming language and IDE (Integrated Development Environment), making coding more accessible to novices like my brother Tim and I.

The nano is breadboard friendly with a pin layout that is designed to easily connect to a breadboard, facilitating prototyping. We used this type of breadboard for the prototype.

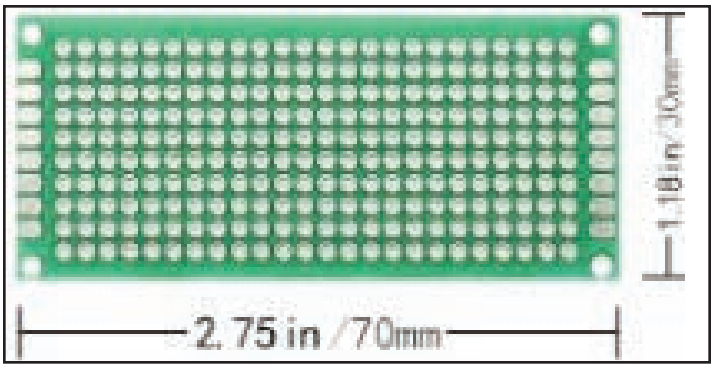





We needed a green LED to show that the Blue Flag feature was on and available and decided to use a 5mm LED with a diffused round lens rated for DC 3V 20mA power.

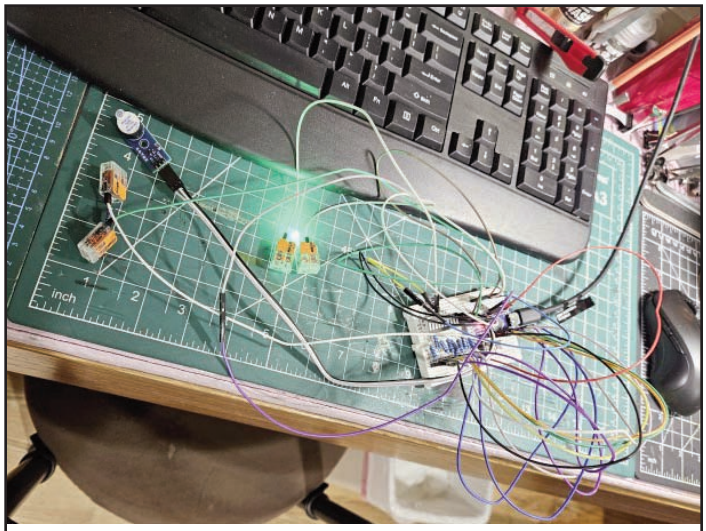


For the Blue Flag, we chose a small linear display with a glowing blue color, which is essentially a compact LED bargraph made up of 10 blue LEDs. It is only 1" long but it is quite visible for its size.




Since this project is too small to pay for a custom circuit board to be produced, we used a prototyping board cut in half to mount the electronics. This one seemed to fit the bill, and I can make two Blue Flags from it.

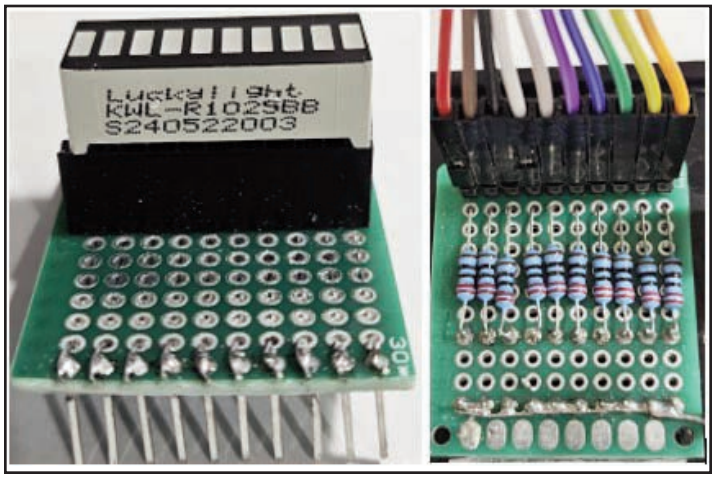
Once the parts were chosen, they were assembled using the breadboard as a test base for the concept and electronic connections. How in the world would I get this spaghetti mess behind a simple outlet plate?



Arduino Test-bed of Spaghetti!

On the half-sized circuit-board I soldered a 2.54mm pin header to accept the colored jumper wires that attach it to the Arduino Nano.

That side of the board also contains ten 1/4 watt 320 ohm thin film resistors (steps the Nano's 5Volt power down to an acceptable level so the LEDs don't burn out). They are soldered to the holes next to the pin header and through the holes where the bar graph pins (which are very thin) will go.

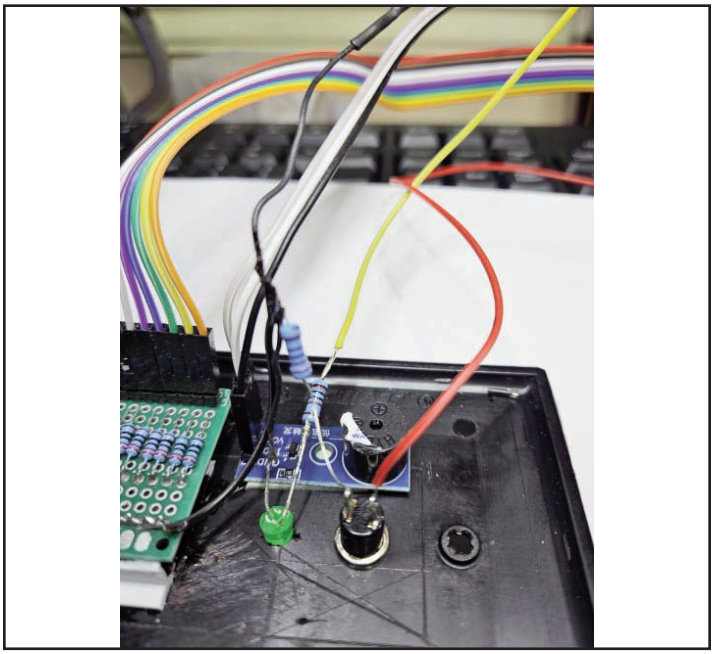


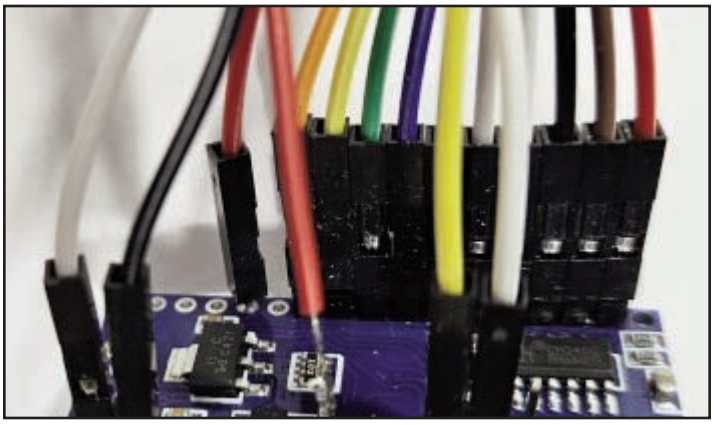
I used a solder bridge to connect each resistor to the adjacent header pin. I then soldered the blue LED bar graph to the opposite side of the board at the opposing end. This would allow for the pin header to face backward (toward the layout) and the blue LED bar graph to face forward (toward the fascia) once soldered in place.

Once this board was built, I used a Dremel tool to cut a 3/8” x 1” hole in a blank black outlet plate.

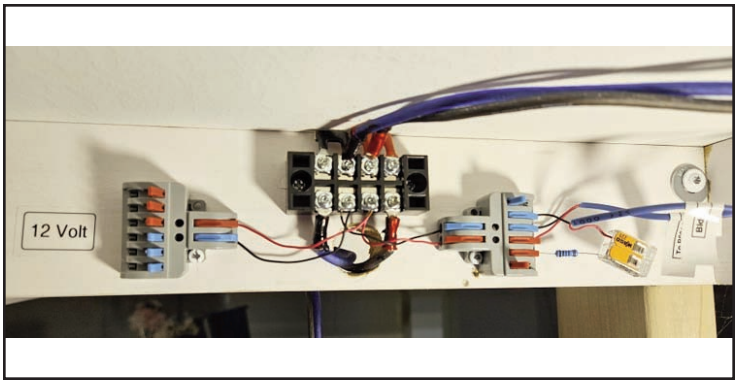
I have used these outlet plates from Home Depot to mount everything electronic to the fascia of my railroad (NCE status/reset, Touch Triggers, WifiTrax WIFI, etc.). I think they work well with the dark blue fascia color and give me a mounting surface that is easy to remove in case of problems.

I then mount the pushbutton, green LED, and piezo buzzer to the back of the outlet plate. 320 ohm resistors were soldered to the anode side of the green LED, and the neutral (-) terminal of the pushbutton. The F-F 10-pin ribbon cable is plugged into the pin header and all wires are run to the Arduino Nano. I soldered the LED and Pushbutton wires to the Arduino Nano and then plugged the multi-color jumper cable to it in the correct order.



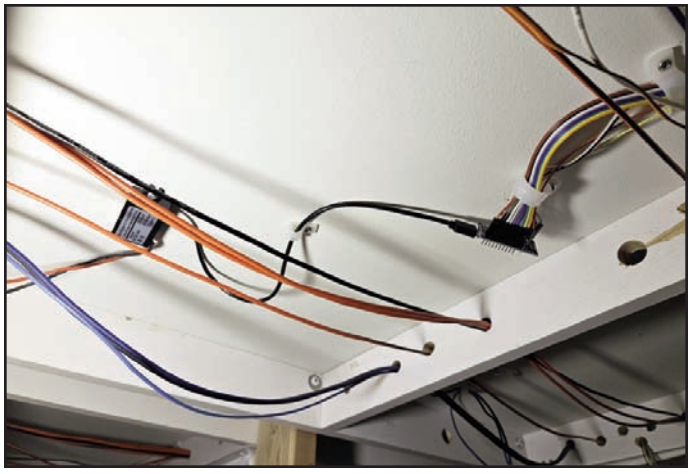


The power under my railroad is all 12 Volt 3Amp at the center of each industrial district.



I obtained a DC 12V to 5V USB C Step Down Converter with a Type-C Interface to power the Blue Flag. The USB-C interface on the power converter mates right up to the power connector on the Arduino Nano. The red/black wire pair on the converter is soldered to a 14AWG extension to reach the power of the above 12V lever connector (right side).


Blue Flag installation
The Arduino is mounted through a 2.5” x 3.25” hole cut in the fascia with all wires connected except power. It is then held in place with cable clamps and screws as is the power converter with a a USB-C connector that plugs into the Arduino Nano.



**Finished Product**
Once installed, the Blue Flag timer is ready to help the operator determine how long it takes to empty or load a rail car while working an industry. There are other ways to do this (egg timer) but they are not as cool! The cost for all of the parts set me back about $110.00, but when broken down into individual units, it comes to about $16.30 each, and I have enough for 5 Blue Flags with lots of component parts left over!


View the electronic Blue Flag in action at
https://www.youtube.com/watch?v=P66gu49hf7I


**C&NW #1385 Is Coming Home**

We are excited to announce the moment that we have all been waiting for: our C&NW #1385 steam locomotive will finally be coming back home to Mid-Continent Railway Museum next month! The #1385 was scheduled to be loaded onto a semi on May 5th (weather permitting) at SPEC Machine. For safety and logistical reasons, this will be a closed location and only authorized people will be allowed on-site. The entire road leading up to SPEC will also be a temporary “no parking” zone enforced by local police to give room for the heavy-haul truck to get to the highway.

The #1385 will then be moved and lifted onto a flatcar. The flatcar loading site belongs to a local business and will also be off-limits to the public for safety reasons and at the request of the business. On May 6th-7th, Mid-Continent personnel will secure the locomotive to the flatcar to make it ready for the Wisconsin & Southern Railroad to bring #1385 back to Mid-Continent.

Because the transportation zones will be off-limits, we will be livestreaming the move on YouTube! We ask that everyone tunes into the livestream instead of coming out in person so that we can move the #1385 in a safe and timely manner. Please look for the link as the date gets closer.

The public will be invited to watch the unloading of the locomotive at Mid-Continent Railway Museum on May 9th from a designated safe viewing area. Again, we will update everyone on social media as the dates get closer.

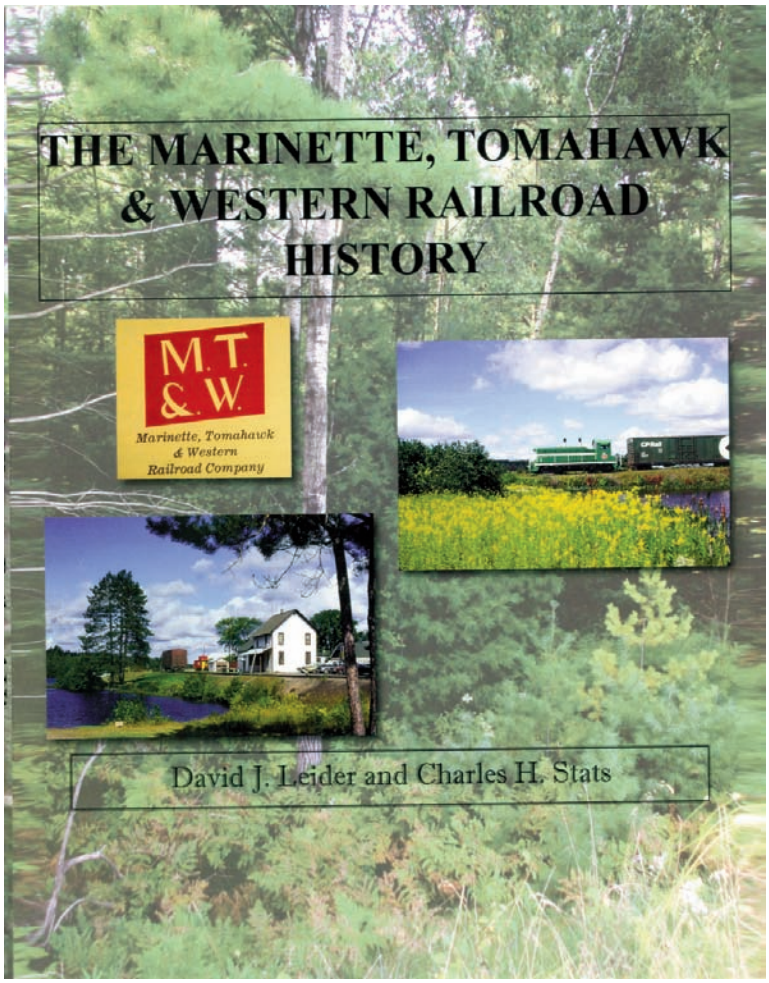
Even though the date is in place and the move will happen no matter what, we still have some funding to do to complete our goal of $80,000. As of today, we are at $31,180. Please consider donating to the Bring the #1385 Home Fund so we can meet our goal before May 5th. If you donate $5,000 or more, you will receive special VIP access to the transportation sites and be able to witness the move firsthand. Contact our office staff for more details at 608-522-4261.

Donations can also be made by phone or mail. (If donating with a check, please write 'Bring the #1385 Home Fund' in the memo line.) Our mailing address is:

P.O. Box 358
E8948 Museum Road
North Freedom, WI 53951

[I was unable to verify if the move occurred on schedule. Let us know if you have any information. Ed.]

# The Marinette, Tomahawk & Western Railroad History




• This book traces the history of the Marinette, Tomahawk & Western Railroad from inception in 1887 to the present day. Although it is a small carrier in the Northwoods of Wisconsin. It had a very interesting history.

• The book not only traces the history of the MT&W, but its founder, William Bradley, and the town he founded, Tomahawk, Wisconsin.

• This book was began by Charles Stats in 1970 when he started accumulating material. It was finished by David Leider, using those materials and more.

• 180 pages
• Over 250 photos, 55 in color
• 25 maps
• 83 drawings and illustrations
• All time MT&W locomotive roster
• Bibliography and Index

For more information, go to mtwbook.dhke.com

Enclose check or Money Order and mail to:
David Leider
9070 64th Way N
Pinellas Park, FL 33782-4663

Price- **$50.00** includes media rate shipping to the continental United States. Contact for prices outside the United States: sooauthor@netzero.net

Name:_____ Phone_____

Address:_____

City_____ Zip_____

Email_____

# NER 2025 NORTHEASTERN REGION, NMRA MODEL RAILROAD CONVENTION

## SEPTEMBER 11-14, 2025 CONCORD, NEW HAMPSHIRE

## Four Days Immersed in Model Railroading

Time to recharge your model railroad batteries? Getting a little stale on ideas to nurture your model railroading interests? How about getting out of the normal pattern? Immerse yourself in a new environment for four days with fellow modelers who have experiences and ideas that can inspire and help you recharge.

## Come early, and stay late.

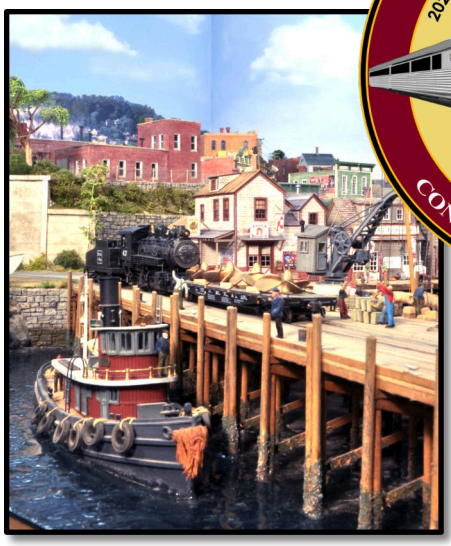
### It's Not Just About Model Railroads!

The season will be in bloom for the *Concord Flyer*. Central New Hampshire is a genuine year-round destination, drawing folks from across the US and around the globe. Most notably during autumn, where the breathtaking span of the New England natural beauty is an imperative to nature lovers worldwide.

Railroad enthusiasts and their guests too, have some special treats awaiting. A variety of tourist train rides will be available, topped by the spectacular Cog Railway up Mt. Washington and the Crawford Notch train from North Conway. Consider a cruise around beautiful Lake Winnipesaukee aboard the MV Mt. Washington or visit museums, mountain tramway rides, rail-bike outings, kayak tours. Travel along picturesque auto routes - such as the Kancamangus Highway and Sandwich Notch Road. Fill out your convention day with visits to quaint country stores and covered bridges.

*Photo courtesy of Scenic Railriders*

*Photo courtesy of Winnipesaukee Scenic Railroad*



### *What is special about Concord Flyer 2025?*

This convention taps into Concord New Hampshire's remarkable history of intense railroading. Our clinics and workshops will feature northern New England railroading and industries served by railroads. Our layout tours, operating sessions, and model showcases will inspire you. The Concord Flyer convention team includes 15 amazing volunteers actively engaged in making this convention exceptional with dozens of other division members ready to assist at the convention. And our non-rail activities make this event fun for the whole family.

### *Model railroad clinics*

*Concord Flyer 2025* will feature 45 fresh and original clinics and workshops. Several will be related to northern New England railroads and the industries they served, such as lumber, paper, textiles, and potatoes. Special attention will be given to the Boston and Maine Railroad which was by far, the dominant railroad in the state during the 1900s.

Clinics will also be offered on the full range of traditional topics including building structures, cars, scenery, operations, electronics, photography, weathering, and overall layout design and construction.

### *Modeling with the Masters®*

Master Model Railroaders Jim Gore and Carl Smeigh will help you expand your modeling skills. They will give you hands-on instruction and guide you through building a model during the clinic, which you can take home and add to your home layout.

### *See nationally recognized and other notable layouts*

Prepare to be inspired! Concord Flyer 2025 will feature many layouts for touring as well as operating sessions. Quite a few have been featured in the model railroad press, while other layouts are impressive in their own right.

### *Take part in 'Model Showcase' and 'Contests'*

Plan to bring one or more of your models to exhibit in the Celebration Room. If you wish, you can ask that your model be evaluated for the model contest, too. Have you taken railfanning photos? Bring your favorite photos to be exhibited and evaluated. During the convention, visit the Celebration Room to be inspired by the efforts of fellow model railroaders.

### *Enjoy social hours, banquet, and awards breakfast*

A special welcome event awaits you Thursday evening. A social hour and banquet will occur on Saturday evening. The banquet will include a featured speaker on this region's rich railroad history. On Sunday morning, enjoy breakfast as contest awards are presented.

### *Win awesome prizes*

Visit the raffle room filled with donated rail-oriented prizes for you to win.

### *Easy to get to and affordable hotel*

The convention facility in Concord is affordable and comfortable. The Courtyard by Marriott & Grappone Conference Center offers complimentary parking, on-site fitness center, an indoor swimming pool, a hot tub, and a business center. The hotel restaurant, The Bistro, is convenient and is where you can sit and be served or order a takeout meal.

nmra.org National Model Railroad Association

**To learn more and see information updates, visit the Northeastern Region, NMRA website at**

**www.nernmra.org/convention2025**