

Waybill

Mid West Region NMRA –
Fall 2012



The WAYBILL

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The WAYBILL

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CONTRIBUTIONS

Articles, photographs and artwork are encouraged in either hardcopy or electronic form. The editor uses Quark 4.1 as his publishing software on a Mac. Word documents are also acceptable, but please send the photographs as an attachment. Copy is due by the 10th of February, May, August and November and should be sent to the editor at the above address. Submitted material will be returned upon request.

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Editor's Column

It certainly has been a hot summer here in the Midwest! Even with the hot weather, my wife and I were able to get away for a few weekends.

I love pioneer villages. Something about the old buildings and corresponding way of life intrigues me. Imagine a time when just about everything arrived by rail. If you lived in a rural area, those two steel rails were your lifeline.

Looking at old buildings can give you a lot of modeling ideas. They were usually small structures with a lot of charm. Inspecting them up close also gives you an idea of how they were built.

One building I found particularly interesting was an old cider mill. I was fortunate to see the last demonstration for the day. Power was supplied by an upright boiler that provided power to a series of pulleys. They in turn were connected to the press and grater, where the apples were ground up. From there the gratings went to the press. Instead of the pressure coming from the top down, it was from the bottom up. The resulting liquid was collected in a tray at the bottom that drained into a large container. The leftover gratings, now called pomace, were used as cattle feed and other purposes. Once filtered, the cider could be sold as is or converted to vinegar.

One of the events we attended was the Huckleberry Railroad Railfan Weekend in Crossroads Village part of the Genesee County Parks near Flint, Michigan. We arrived just in time to take the railfan trip, complete with 3 photo runbys. Of course my wife waited on the train as I lined up with the other photographers. Motive power was locomotive, #464, built in 1903 by the Baldwin Locomotive Works for the Denver & Rio Grande Railroad. #464 was the final "mudhen" in an order of 15 locomotives delivered with Vauchlain Compound cylinders, Stephenson Valve Gear, and a slope back tender. A few years later, the #464 was converted to simple cylinders and slide valves. Later in its life, #464 was again converted to its third set of cylinders, now with Walschaerts Valve Gear and piston valves.

The #464 spent most of its life under the ownership of the Rio Grande. During its time with the Rio Grande, it also served on the Rio Grande Southern in the 1940s and was used on the Silverton train out of Durango, Colorado, in the 1950s. In 1973, Knotts Berry Farm, in Buena Park, California, purchased #464 and used it for one year. Due to low clearance of the counterweights, along with a declining mechanical state, #464 was sidelined.

In 1981, the Huckleberry Railroad acquired #464 from Knotts Berry Farm and immediately started restoration. Restoration was completed by 1989 and the locomotive was ready to enter service. In January of 1990, #2 went down for major repairs, and #464 became the Huckleberry's primary locomotive.

Of course the train ride was my favorite; my wife enjoyed the Paddleboat ride on Mott Lake.

Jim Six of the Michiana Division along with several others are developing standards for training presentations for modelers under the auspices of the NMRA. Seven division and region volunteers are already on the training Committee.

Here is a little more information on this new program:

- The Committee will work online using a YahooGroup to discuss and assist in building training materials.
- There will be a seat for one representative from each NMRA division.
- This is a working committee and members are expected to participate in development and approval of materials.
- In addition to the divisions, there is a seat for each Region on the committee.

If you want more information, contact Jim Six, NMRA Education and Training Program Chairman, at jamesix@centurylink.net or 574-343-4998.

Cover photo at the Huckleberry Railroad by David Leider

President's Report

By Bill Litkenhous, President, MWR



As I started last quarter's letter I commented that it appeared that summer was coming and did it ever. It arrived here with a vengeance and has stayed hot with record temperatures and no rain. It has been so hot and dry here that I am losing about an inch of water from my swimming pool every day. The temperature of the water has been quite warm several days. Those days it was like bath tub water rather than swimming pool water. However on most days it was a welcome relief from the hot temperatures.

The miserably hot weather did not stop me from doing some research on one of my favorite railway systems, the Indiana Railroad. I found out that Scottsburg acquired one of the few remaining pieces of IRR equipment, a mail car and has it on display in a city park. The park, Lake Lola Park, was originally the property of the IRR with a water tower, a generating plant and a car house. This was part of the Indianapolis and Louisville Traction Company organized to build track between Seymour and Sellersburg and was completed in 1907. The railroad was the first in the country to use 1200 volt high tension direct current to power the cars.

The car house that was built on the site was 173 feet 4 inches long and 69 feet 10 inches wide. It housed four tracks that extended the length of the building and were capable of holding eight passenger cars and two express cars. A shop was located in one corner of the building. The offices of the train dispatcher and general superintendent were also located in this structure.

The Indiana Railroad had one unique service, a sleeping car between Indianapolis and Louisville. The trip took just three and one half hours. To prevent an early and inconvenient arrival in Louisville, the car arriving from Indianapolis would be left standing on a siding beside the Lake Lola in Scottsburg where the passengers slept in peace the rest of the night. Then at daybreak the car was taken on into Louisville. Among their customers were the baseball teams from Louisville and Indianapolis.

The Indianapolis and Louisville Traction built the line and developed the facilities at Scottsburg. Interstate Public Service, Public Service of Indiana and finally the Indiana Railroad subsequently managed the local electric railroad. The last car to operate on the line left Louisville on October 31, 1939 ending a period of Indiana history.

I travel to and from Jeffersonville several times a month and I sometimes chose to use the old road instead of the Interstate highway. Starting in Jeffersonville there is an old Pennsylvania Railroad overpass still in use that has remnants of the overhead with the channels to guide the trolley poles under the structure. As I proceed up US 31

the old roadbed starts to show up at Cementville and continues on into Scottsburg and beyond. The Indiana Railroad paralleled the Pennsylvania Railroad, now the Louisville and Indiana Railroad just east of the highway. I can imagine what it would have been like to have a Pennsy K4 pulling a passenger train on their track and an Indiana Railroad high speed car passing on the adjacent track. Wish I could have seen it.

Next month, on the seventh and eighth of September there is a traction meet in Indianapolis that will have presentations on electric railway systems old and new. Some areas covered will be the street cars of Danville, IL, the South Side "L", the new South Shore Line among many others. If anyone is interested in the meet you can contact Roy G. Benedict, 3511 N. Pittsburgh Ave., Chicago, IL 60634-2837 to get on their mailing list for future shows. There will also be sellers tables set up with equipment for sale. This meet was started many years ago by Dr. Howard Blackburn to stimulate interest in interurban and electric railroads.

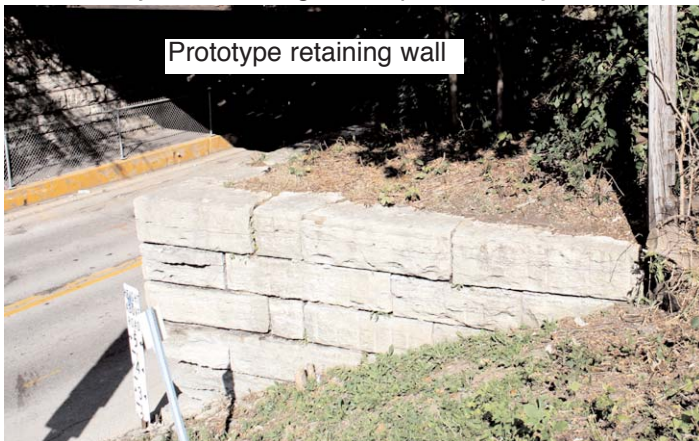
The Southern Indiana Railroad model club is having our annual show as part of the Celebrate Sellersburg activity at the Sellersburg Moose Club. We will have our module layout setup for operation along with three others from other local groups. We will be setting up on Thursday August 23 and operating on August 24 and August 25. The sales tables will be open on the 25th. This is a free event for the public and we get quite a few visitors coming through each year.

I guess I have given a history lesson more than a President's Letter this quarter, but when I get going on one of my favorite topics, it is hard to stop.

Frugal Modeler

By David Nelson

Cast resin walls from Chooch Enterprises are perfect for the Chicago & North Western cut limestone retaining walls and bridge wings on my layout, with one exception: they have a smooth, "sawn" flat top surface but the walls I model have a rough irregular top surface. See the prototype photo. The hard resin in the Chooch castings resisted any effort to roughen it up realistically.

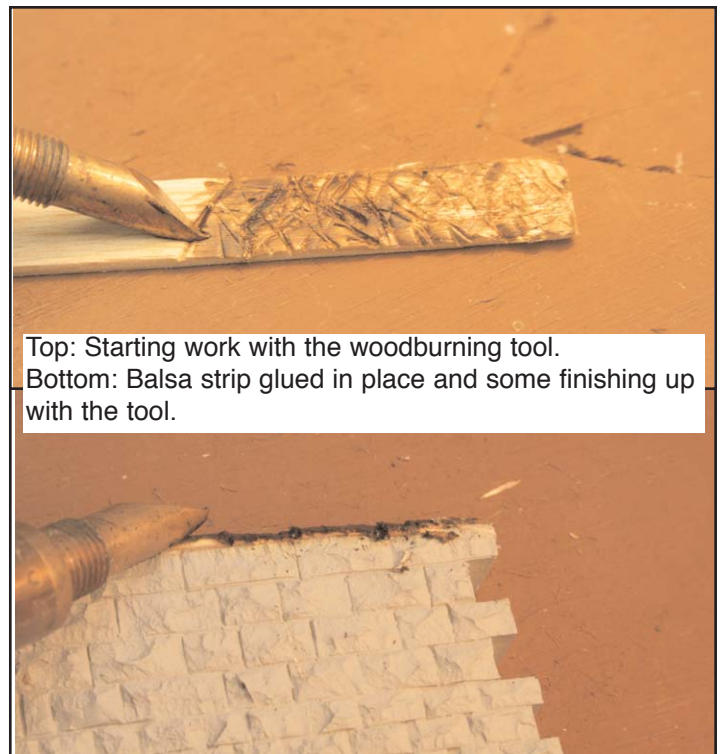


As I considered how to alter a Chooch wall I remembered that a great frugal modeler, the late E.L. Moore, could work wonders using cheap materials, and he made very plausible stone surfaces (and roof shingles) using balsa wood and a hobbyist's burning tool. Several of Moore's structure articles in *Model Railroader* and *Model Railroad Craftsman* in the 1960s and 70s cover his methods, but his July 1962 *Model Railroader* article "Modeling With a Burning Tool" is probably the best single resource.



My goal here is to use my own project as a quick, simple introduction to balsa and a burning tool.

Cut or find a thin strip of balsa just slightly wider than the top of your Chooch casting. Place that wood on a flat surface that won't be damaged by heat. The hot tip of the tool eats into balsa, thinning the wood considerably and sealing the deep grain. With practice, it can create an irregular, almost frothy natural stone surface. The trick is to avoid regular criss-cross patterns, and to angle in the tip and press against any edges that are created. If some



wood grain remains, apply the burning tool again. Some slight grain is likely to be visible and as a final step I use matte medium applied with a swab to fill it. If that coating softens the surface too much, a rough texture can be brought back with fresh applications of the burning tool's tip, or a gentle attack with a knife blade.

The finished "burned" balsa strip might be so thin as to be quite fragile at this stage. I attach it to the top of the Chooch casting (previously cut to length, but unpainted) with Liquid Nails for Projects, clamped with rubber bands. I trim any edges after the cement dries.



A true separate capstone might call for a thicker piece of balsa. And a separate capstone would have a harder and more precise angled edge than I see on my

very old prototype, where the irregular surface is seemingly a feature of the top layer of stone, with no separate cap-stone per se. To get that look, once the balsa is attached to the top of the wall, I use the shaft of the hot burning tool to turn down the edges of the wood so that they meld into the surface of the stone -- the idea is to make it look like the surface is an integral part of the top layer of stone. If a gap can be seen between the wood and the resin casting a bit of Squadron Body Putty can eliminate it.



Once painted and weathered, it looks like one piece.



Several photos showing the modified retaining wall in place. All photos by the author.



It is not easy to judge how closely your balsa will look like stone until it is painted. Chooch resin castings have a gray color that resembles cut stone right from the packaging, but since we have added the burnt balsa and perhaps some Squadron putty we need to paint the entire surface. To capture the look of aged limestone, I applied flat gray primer from a spray can (it took two coats due to the dark brown of the burned wood), and then applied an alcohol/india ink weathering mist blend that I've used in prior Frugal Modeler articles.

Future Frugal Modeler projects might also feature balsa and a burning tool, so be on the lookout for a burning tool at garage sales. That is where I got mine for just a buck or two. Oh, and one final word - the tool gets nearly as hot as a soldering pen. Be careful working with it, and remember to unplug it when you are finished.

Region News

Midwest Region Achievement Program Report by Marvin Preussler MMR- MWR AP Manager

I am happy to report that there has been some activity from our members. Members continue to take part in the Achievement Program all over the Midwest Region. It is always fun to help answer questions and to guide our members in the AP. Take a look at the following:

The following members received AP Certificates:

Harold Kreitz , Middleton, WI -	Volunteer
David E. Allen , Marquette, MI-	Cars
Roger Blocks , Racine, WI	Chief Dispatcher
Paul Mangan , Oregon, WI	Author

With the summer here, there was a little less activity in the AP these past few months, as we head outdoors to enjoy the few weeks of the summer. Fall will be here soon enough and I am sure many of our modelers will return to the basement to continue working on their favorite hobby projects. So take a look at the NMRA website, and see what you may qualify for and set a goal.

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

Marvin Preussler, MMR - MWR AP Manager

Upcoming Board Meetings and Conventions

Fall 2012 Board of Directors meeting

Date: Sunday, September 16, 2012

Time: 10:00 am

Place: Best Western Plus Midway Hotel, 1005 South Moorland Road, Brookfield, Wisconsin

Host: Wisconsin Southeastern Division

Spring 2013 Convention, including the Annual Meeting of Members and the Spring Board Meeting See page 6

Spring 2014 Convention, including the Annual Meeting of Members and the Spring Board Meeting Chicago area, details to follow.



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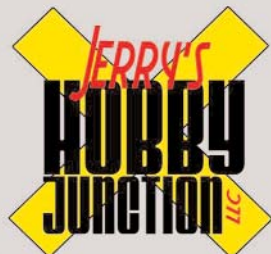
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Take exit 156 on I-72 between Champaign and Decatur

Admission: Donation of \$3.00

Children 12 & under free with adult

All proceeds used to update the 1874 Cisco depot. In 1867 the original property was purchased for the "Champaign-Monticello-Decatur Railroad". Construction was started on the railroad and was completed in 1873. In November 1873 the first regular trains were primarily freight with one passenger car. As ridership grew, a passenger train was added and nicknamed "Old Barney" after Cisco resident "Barney Malloy" an employee of the railroad. Passenger service ended in 1939 but the tracks are now owned by Topflight Grain Co-Operative of Bement, Illinois. The Decatur Junction Railway Company provides the co-op with service.



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Midwest Regional Convention

**MILEPOST 50, Indianapolis Indiana,
May 2-5, 2013**

Come to Indianapolis next May for the 2013 Midwest Region Convention and help us celebrate. The Central Indiana Division charter was granted in 1963, so 2013 marks the CID's 50th anniversary. We are coming along nicely with our planning. We plan to have 27 layouts for you to visit and some of those will also be providing Operation opportunities. Warner Clark has an exquisite Proto 48 O scale layout that you have already seen if you have been looking at your NMRA calendars. Jack Simpson has a Monon Railroad layout that fills his basement. You can go to your October 2010 copy of Model Railroader to see Matt Hewitt's Shadowton Ridge Coal Country layout. His layout was on the cover and the feature article of that magazine. We will also have Jim Munns' HO Christie Division CNW layout that was in the April 2011 Model Railroader magazine. Both Matt's and Jim's layouts were shown in videos on the Model Railroader website. We will have HO, N, O, S, and Garden scale layouts on tours.

Current clinics planned include: Bob Lehnen on Operations, Bill Litkenhous on Traction, Chuck White on Railcars, Dan Goins on Ceiling Tile Scenery, John Eagen on the Milwaukee RR in Southern Indiana, and Charles Malinowski on researching for the prototype. Other clinicians who are scheduled include Jim Six, Mont Switzer, Dan Racke, and David Leider.

Non-rail activities will include Bingo at the hotel. Our Non-rail Clinic Activity Manager, Marge Clark, is looking at clinics for the ladies on gardening, Therapy Dogs, Wine tasting and hopefully a clinic to be done by a Chef from the Marriott Hotel. We are also looking at tours at the Children's Museum, the Eiteljorg Museum, and other Indianapolis venues.

Prototype opportunities will be either a tour of the Amtrak Big Four Shops, the Indiana Transportation Museum, or both.

Our Hotel for the convention will be the Indianapolis Marriott East located at 7202 E. 21st Street. This hotel has had a recent remodeling project making it completely up-to-date. It is a full service hotel. The rates at the hotel will be \$114 for double occupancy rooms. The Marriott also owns hotels adjacent both East and West of their facility. You may also book at the Fairfield Inn and Suites for \$94 or at the LaQuinta Inn for \$74. We think that these options benefit our attendees. It should also be noted that parking at all three hotels is FREE.

For information on registration, go to the Central Indiana Division Website at:

<http://cid.railfan.net/>

You will see more information and registration forms.



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Above: Bob Lehnen's C&EI HO Layout

Below: Matt Hewitt's Shadowton Ridge Coal Company layout



National News

The Standards & Conformance Department has an urgent need for an ATA Certified Translator to convert German documents into English. The work includes translating the Lenz document describing Railcom into an English version. If one of your members has the qualifications and is interested, contact Didrik Voss, S&C Department Manager, at davoss@pvmtengr.com.

Atlantic District Director Nobby Clarke and his team have been invited to bring the NMRA Publicity Booth to the last-ever U.S. Railroad convention in Switzerland this October. This is a huge event, with attendance numbering in the thousands. More information at: <http://www.trainmaster.ch/XCV-15-e.htm> .

Charlie Getz became the new NMRA President as Mike Brestel passed the reins to him at the Annual business meeting in Grand Rapids. Charlie has stated that his first order of business is to simplify the organizational structure of the NMRA.

Pacific Director Michael Bartlett (Australia) and Canada Director Fred Headon became members of the Board in Grand Rapids. Michael replaces Peter Jensen; Fred replaces Clark Kooning, who took over for Don Hillman after he retired for health reasons.

Charlie appointed Western Director Jack Hamilton to head up the new Strategic Planning Committee, which will prepare a plan to help guide the NMRA into the future. He'll be making a preliminary report at the winter Board meeting.

The Sacramento 21st Century Limited National Convention host group presented the Board of Directors with a check for \$7,500, to be donated to the Diamond Club. The Diamond Club funds are being used for the scanning and posting of archival photographs and artwork currently housed in the NMRA's Kalmbach Memorial Library.

Charlie Getz updated the Board on the state of the "Magic of Scale Model Railroading" exhibit, to be housed at the California State Railroad Museum (CSRM). An anonymous donor has pledged \$250,000 in matching funds, and as of late July donations of at least \$160,000 were still needed to achieve the match. The funds must be received by the end of this year. Development of the exhibit is estimated to cost between \$500,000 and \$750,000. The "Magic of Scale Model Railroading" exhibit will be seen by approximately 600,000 visitors to CSRM annually.

The Marketing Department team of Page Martin, Garrett Ewald, and Barrett Johnson were named at the convention. Each of these individuals has professional marketing experience, and is tasked with developing advertising and promotions aimed at retaining existing members, re-enlisting lapsed members, and attracting new ones.

Ben Sevier of the Pacific Southwest Region has accepted the position of Information Technology Director for the NMRA.

PHOTO PAGE



Above: Nice modelable church at the Heritage Hill Stae Historical Park in Green Bay
Ballast Spreader and loading ramp taken at the new CN wye at Leithton Illinois. This wye provides a high speed, double track connection between the former WC and EJ&E.

Enjoying a respite after the WinnebagoLand Spring Meet
left to right: Emory Luebke, Joe Degroot, Mark Preussler MMR, Marvin Preussler MMR, David Leider MMR, Larry Easton



Above: Excursion train on the HuckleberryRailroad
Below Motive Power at the National Railroad Museum in Green Bay

Below: Doctors Office at Crossroads Village in Michigan



All photos by David Leider

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