

Waybill

Mid West Region NMRA –
Spring 2015



President's Report

By Paul Mangan, President, MWR



Paul Mangan

Time and tide never has waited for any one! The seasons keep changing as do the events of life. With all the strife going on in the world it is at least a little heartening to have our hobby to fall back on for a little break in world events. Even within our world of

modeling, things are always changing. Our layouts and models may be held in a timeframe but in the real world, time keeps moving on.

The real world has come to call here at home in the Midwest Region as after 15 years of serving as secretary of the Midwest Region, Bert Lattan has decided it is time to step down and let someone else perform this task. After being involved with the Midwest Region for the past eight years I have come to rely on Bert's knowledge and expertise on all matters pertaining to our Region and our interactions with the NMRA. From putting the board meeting packages together to the timely filing of reports Bert has shown what true leadership really means.

Bert will remain involved as he is part of some important committees. At the 2015 spring Board of Directors meeting he will complete his long run as MWR secretary. I believe we all owe Bert a very tremendous thank you for his service to our hobby and the NMRA. I personally want to thank Bert for helping to keep me on a straight path as a new president.

I have begun a search for a new secretary and as you may know, this is an appointed position. My list is very short at the time of this writing so if you are interested please let me know. Bert will work with you to make sure

you have everything you will need.

I would like to thank all who voted in the election for allowing me to continue serving as your president. In behalf of the other candidates I thank you as well. I welcome Reid Kahrs from Wisconsin Southeastern Division, Minton Dings from the Illinois Valley Division and Dan Brewer from the Michiana Division as Directors at Large and also welcoming back your Vice President Steve Studley. Thanks also to Jim Allen, Dave Leider and Linda Sukup for their service as Directors at Large.

All of the positions on the board are very important positions. What is disheartening is the fact that fewer and fewer members are volunteering to let their names stand. I am one who believes in the old saying that if you don't like the way something is going then you should get involved with the process and bring your ideas to the table. Maybe you should consider running for office in the next election cycle. Change only comes when members get involved.

The new Directors at Large will take office at the upcoming board meeting at The Lake Shore Limited MWR Convention.

Speaking of the Lake Shore Limited convention, James Cruthers and the Convention committee are brewing up a real good line up of things to keep you busy. There are lots of layout tours and operating sessions, a full lineup of clinics both rail and non-rail, an evening banquet on Saturday (buffet style) with a guest speaker and a swap meet going on as well.

So you can see that if your life partner wants to come along there are lots of things to keep them busy as well. From Project Linus quilting to museum tours to gardening they will have plenty to do. You still have time to get on board so come on and join us in Manitowoc Wisconsin for a great week end. Springtime is great in Wisconsin and the Winnebagoland Division welcomes you to the Lake Shore Limited Midwest Region Convention 2015.

For more info go to <http://www.wld-nmra.com/?action=meets>

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The WAYBILL

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Editor's Column

Midwest Region Convention

Have you made your reservations for this years Midwest Regional Convention? See more details on page 3 and the registration form on page 7.

Subdivisions

There has been discussion back and forth about how to provide for members in our Divisions that cover a large geographic area. It may not be practical for many members to regularly participate in Division activities because of the distances involved. Subdivisions may provide an alternative for regular delivery of NMRA activities to more members in these Divisions.

Subdivisions, called "clinics" in the Pacific Northwest Region has been very effective to serve local areas within the division. Each Clinic has a Clinic leader who volunteers to run the clinic. They are not elected, but serve at their own pleasure and that of the attendees. He feeds-back to the Division superintendent and Board of Directors informally at Board Meetings.

A Subdivision will not be a separate geographic entity within a Division. Its sole purpose will be to facilitate NMRA activities like clinics, layout tours and operating sessions for the NMRA members who decide to participate. The Subdivision will be a very informal group not unlike the many groups that get together periodically for a meal and operation on someone's layout.

The idea is being looked at by the MWR board and I will report any updates.

Don Manlick MMR

It is with a heavy heart that I report the passing on February 7 of Don Manlick. Many in the region remembered his smiling face with his wife Dolores at trainshows. He was the proprietor of Dons Custom Decals. He won first place at the 2010 NMRA National Convention with his Ann Arbor car-ferry Viking.

I met Don while researching the Richter Vinegar Company in Manitowoc. He gave me photos and more importantly, personal experience from switching the cars off the ferry. he was a great guy.

Lincoln Funeral Car

For those of you that visited the Kolke Locomotive Works in Elgin as part of last years MWR convention, I got this update regarding progress on the Lincoln Funeral car.

The exterior has 4 coats of primer - all ready to be moved into the paint shop for the exterior color. Trucks were primed and have a first coat of paint. The trucks are a deep chocolate brown with red wheels and other assorted trimming and details to be done. Work continues on the interior of the car. Abe's state room has been framed out and trimming has begun. The restroom was framed out with walls to be made of 6 panel oak doors. The door to the restroom has been salvaged from 105 year old Chicago Northwestern coach that will be stripped and refinished to match the rest of the restroom (or as close as possible). A non-functioning dry hopper from my Cotton Belt caboose will be installed in the restroom. The forest green naughahyde (used to simulated the leather of the original car) will be installed in the next couple weeks in the interior below the windows - around the entire perimeter of the car including the state room. It will have a tufted pattern created with brass tacks. Once that is done, all the trim below the windows can be permanently installed. Still to come on the interior is the wine colored fabric above the windows and across the ceiling. Window glass has arrived and needs to be installed in the sash. Additional trimming above the windows still needs to be done. The carpet has been ordered for the floor and will come from a small family owned factory in Pennsylvania that weaves heritage carpets for historic restoration projects. They have done carpets for the Lincoln home in Springfield Ill, Ford theatre in Washington and the McLean home in Virginia where Lee surrendered to Grant at the end of the Civil War. Our carpet pattern is identical to the carpet in the Lincoln Home in Springfield. Three beautiful custom made brass chandeliers have arrived from California and will be installed toward the end of the project. Also included in the furnishings are an antique walnut bed frame and night stand for the stateroom. A period couch with horsehair covering will go in one end of the car. Two upholstered arm chairs from a 1860's era plantation in Alabama have been donated by a lady from Indiana. They have been passed down to her from multiple generations of her family as the original owners.

Continued from page 1

Now that the modeling season is in full swing I hope you have been taking advantage of the different train shows that are usually the center piece of most of our divisions. You can support not only your own division but maybe traveling to neighboring divisions and help support them while at the same time meeting up with fellow NMRA members making new friends and seeing old friends.

See you by the Rails
Paul

Region News

Midwest Region Achievement Program Report by Jim Landwehr- MWR AP Manager

I would like to introduce myself to you, my name is Jim Landwehr and I am serving as the new MWR AP Manager. I live in Arlington Heights, Illinois and I have been the Fox Valley Division AP Manager for the last eight years.

I would like to extend my thanks and gratitude to Marvin Preussler for his efforts as the previous MWR AP Manager and for making a smooth transition for me into this position. He has shared many tips and ideas with me on how to make this role beneficial to everyone in the region. Hopefully, I will be able to perform my duties for many years to come, and I look forward to working with our MWR members and helping wherever I can.

I would like to make the Achievement Program as enjoyable and efficient as possible for all of the members.

Here are a few suggestions I would like to share with everyone:

Accurate record keeping, by you the member is very important in the AP. Keeping track of what you do, as you do it, is the very best way to achieve a certificate. All the record and validation forms are available on the NMRA website. If you are thinking about completing a certificate, print out the forms and keep track of what you do as you do it. Also, the AP program only works if you get involved in it. I am unable to do it for you.

If you are interested in getting involved with the program, or have a question, please contact your division AP Manager first and work with that person. If your division does not have an AP Manager, then certainly contact me and I will do my best to answer any questions that you have. I am also working on becoming an MMR with a few certificates to complete.

Many of us are looking forward to the exciting spring season full of train shows and meetings to help us get motivated.

The following members received an AP Certificate:

Jim Osborn	McHenry, IL	Chief Dispatcher
Minton Dings	Havana, IL	Electrical
Michael Hirvela	Waukegan, IL	Chief Dispatcher
Robert Blake	Sawyer, MI	Volunteer
Minton Dings	Havana, IL	Structures
Emory Luebke	Greenville, WI	Volunteer
Emory Luebke	Greenville, WI	Electrical

Members throughout the Midwest Region continue to participate in the achievement program.

Jim Landwehr Midwest Region AP Manager

**Annual Meeting
of Members
Holiday inn
Manitowoc, Wisconsin**

8:00 pm, Saturday, April 18, 2015

Midwest Region 2015 Spring Convention

The WinnebagoLand Division will host the Lake Shore Limited, the Midwest Region's spring convention on April 17-19, 2015.

Convention activities will take place at the Holiday Inn Manitowoc, 4601 Calumet Ave, Manitowoc, WI 54220; (920)682-6000. It was completely remodeled in 2014, is located off Interstate 43 and Hwy 151 with easy access to the operating session layouts and layout tours as well as a variety of nearby restaurants. A special discounted group room rate of \$99.00 (1-4 people per room) + tax/night. Guests should call the hotel direct at 920-682-6000 to make reservations. Please reference Group Code: National Model Railroad Association when making reservations.

Spring Board Meeting

**Holiday Inn
Manitowoc, Wisconsin**

Sunday, April 19, 2015; 9:00 am

Frugal Modeler

by David Nelson

"Guys standing around holding clipboards." That is what my father mostly recalled of the New Deal-era Work Projects Administration (WPA) - part of the Federal Work Program effort to create jobs and put some income, however modest, into the pockets of Americans hit by the Great Depression in the 1930s. What my dad was seeing was very likely men engaged in a WPA "traffic study" where men (with clipboards) would painstakingly record

parallel versus angled parking; which streets should be boulevards or be made one-way; whether police should be on motorcycles or on foot at a given time on a given street; and even suggested reforms in accident investigation and analysis.

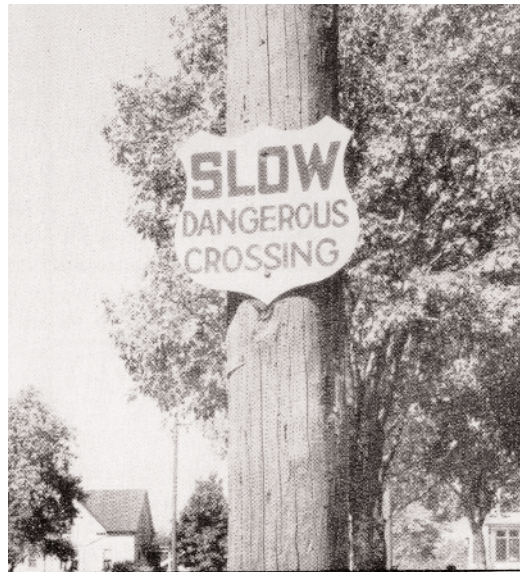
I was able to purchase the 1939-40 WPA traffic study for Cudahy, Wisconsin, at a library book sale for a mere 25 cents; even the handmade binding of the book was part of a WPA project, and the text recites that the study was the result of up to 78 persons putting in 13,480 man-hours of work. This traffic study contains a wealth of information of use to a model railroader modeling from the

1920s to the 1960s, and a prototype modeler of any era would be well advised to determine if the area they model was the subject of a WPA traffic study, perhaps even now shelved at the public library or city engineer's office.

The Cudahy "Street Traffic Survey" has maps of the entire city circa 1939-40 (including rail lines and rail grade crossings), as well as more detailed maps (and some photographs) for major arterial streets and corners.



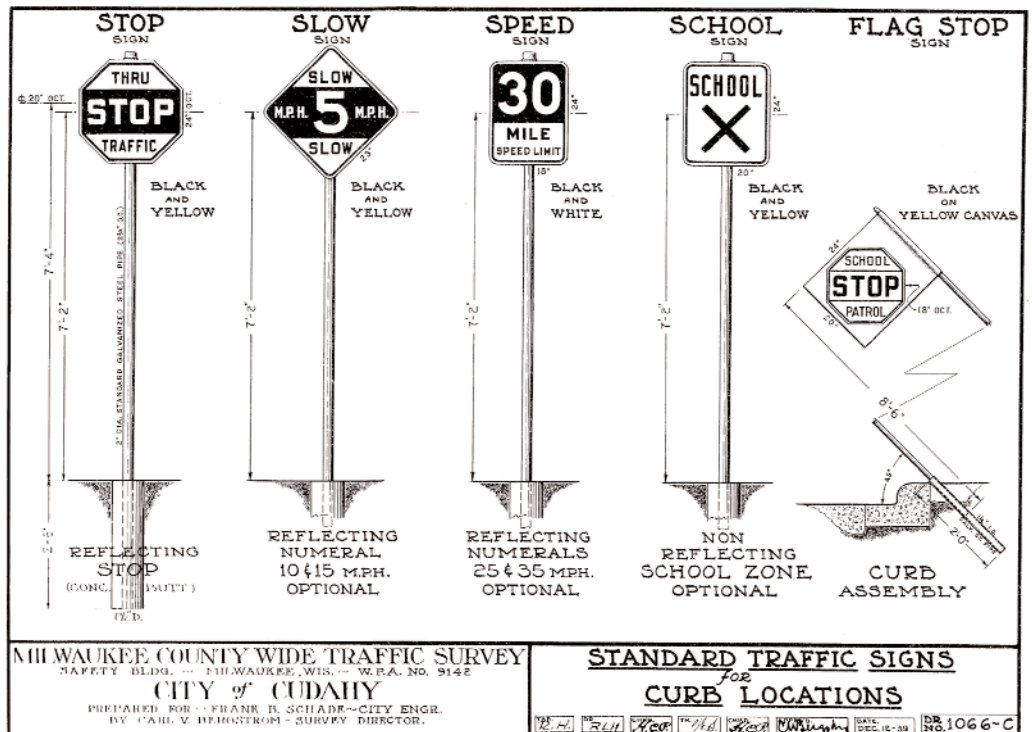
Standardized Type of Slow Sign with Indicated Allowed Speeds of 5-10-15 M.P.H.



Ineffective Type of Slow Sign

traffic volume on every street, at every hour of the day, for months, with the aim of creating a report for a particular city's traffic volume and accident analysis, with recommendations for such things as street and sidewalk width, street engineering, lighting, speed limits, street signs, traffic signals, parking styles and limits, pedestrian regulation, school child traffic control, safety education, and allocation of law enforcement resources.

The recommendations range from speed limits to which intersections most need traffic signals or police presence at certain hours of the day; from suggested wording of traffic ordinances to whether a given street should have parking meters, or



Perhaps of greatest interest to the period modeler are the examples given of "ineffective" (yet common!) traffic signs; "standardized" traffic signs of a type most of us have little or no memory of; and most useful of all, drawings of then-standardized "Stop (black and yellow)," "Slow," "Speed Limit," "School," and "Flag Stop" (school crossing guard) signs with all height and dimensions given. This is information almost impossible to find anywhere else, so some of the traffic study's drawings and two photos are reproduced here for the interest and use of modelers. This is not so much "frugal modeling" as it is frugal prototype research that I hope you find interesting and useful.

Steam engine Leviathan and the Lincoln Funeral Car will be in Springfield either side of May 1 for a yet to be determined amount of time for the 150th Lincoln observance. The engine and car will also be in Galesburg Illinois for railroad days (last full weekend in June).



Photo of the Leviathan at last years railroad show in Galesburg.

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Around the Midwest Region

by Walt Herrick, Fox Valley Division

Spring 2015

The Midwest Region has been a busy “show” place since the last Waybill. Here’s a just a little of what’s been happening at some of the region’s train shows.... Let’s start with the WISE Division’s monster train show, **Trainfest**, held November 8th and 9th at the Wisconsin State Fair Grounds in West Allis near Milwaukee. Occupying more than 230,000 square feet in *two* buildings, this year’s Trainfest was once again enormous. In those two buildings were 70 operating layouts in all scales, and a ton of vendors, clinics, displays, historical society booths, and kid oriented activities. In January 2014, long time Trainfest Executive Director, John Tews, MMR, retired after more than 20 years administering the show. Without skipping a beat, Ken Jaglinski assumed the new position of “Trainfest Chair” and ran a great show his first time out. The big decision made in 2014 was to overflow the show from the big Expo Center to an additional “Trolley Barn” site several blocks away. Every 15 minutes special trolley busses shuttled patrons from one site to the other. The plan worked nicely enabling Trainfest to open up more

Trainfest



aisle space which made for a more enjoyable show for everyone. Congratulations go to the WISE Division’s large Trainfest crew for yet another outstanding **Trainfest** this past November! Above photo courtesy of Trainfest.



On the Sunday afternoon of Trainfest the WISE Division’s booth (above left) was ably manned by Rick Olf, Michael (last name unknown), Neal Michel, and Dick Kloes. The “Little WISE Guys and Gals” modular layout for junior members was an active place during Trainfest (center). The FVD’s Jim Allen took “First Place—Modules” at Trainfest 2014 with his unique and beautifully modeled “Bomber Gas” module (right). The inspiration for this module came from an actual gas station in the Pacific Northwest. The prototype had a B-17 which is not available in HO scale so Jim substituted a DC-3.

Also occurring in November 2014 was the iHobby Show in Schaumburg, IL. The FVD’s Bob Shlemon and Mike Hirvela stand in front of the division’s booth at the show (right). The FVD also attended the new “Great Train Show” in Grayslake, IL December 27 & 28 with the FVD’s booth and “Isle of Sodor” layout (far right).



**LAKE SHORE LIMITED
MIDWEST REGION CONVENTION
MANITOWOC, WISCONSIN
APRIL 17-19, 2015**
Sponsored by the WinnebagoLand Division



Registration Form

Complete this form, print it and mail it to the Registrar together with your payment. Keep Terms & Conditions Pages for your records.

Name:		NMRA #:	
Name(s) of non-rail Companion/ Family Member(s):			
Street (Mailing) Address:		Division: Region:	
City:	State:	Zip Code:	
Phone:	E-Mail Address:		
Primary Scale (Check One): Z <input type="checkbox"/> N <input type="checkbox"/> HO <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Other <input type="checkbox"/>			
Primary Gauge: (Check One): Standard <input type="checkbox"/> Narrow: n2 <input type="checkbox"/> n3 <input type="checkbox"/> nOther <input type="checkbox"/>			

Registration Fees

<i>Pre-Convention Early Bird Rate – Before April 1st</i>	<i>Postmarked after April 1st (includes on-site registration)</i>	<i>Amount</i>
Rail – NMRA member (requires NMRA #) <input type="checkbox"/> X 30.00	Rail – NMRA member (requires NMRA #) <input type="checkbox"/> X 40.00	
Rail – non-NMRA member <input type="checkbox"/> X \$40.00	Rail – non-NMRA member <input type="checkbox"/> X \$50.00	
Non-Rail <input type="checkbox"/> \$20.00	Non-Rail <input type="checkbox"/> \$25.00	
Saturday evening banquet: add \$25.00 per person – Banquet must be postmarked by April 1, 2015		
		Total

Vendor Information/Registration

Vendor Table Rental	Amount
<i>First Table - \$15.00</i>	
<i>Each Additional Table - \$5.00</i>	
<i>Do You Require Electricity? (Additional \$25)</i>	

Non-Rail: Project Linus

Join us for a day of fun, creativity and feel-good service at the Project Linus room. Come for an hour or the day. We will have at three sewing machines, fabric and tools to create beautiful quilts and pillowcases. If you are able, bring your own sewing machine, and favorite quilting tools. Sign up for this on the registration form.

Will you be participating in the Project Linus non-rail activity? yes no; Will you bring a sewing machine? yes no

Operating Session

The Operating Session will be held Friday, April 17, 2015 and we will offer three sessions, morning, afternoon, and evening. Participation will be based on the number of people signing up for the session against the number of layouts that are available. **Place a check mark for the sessions you wish to attend.** To participate in the Operating Session your registration form **MUST** be postmarked on/before **March 15, 2015.**

Morning (9-12)
Afternoon (1-4)
Evening (5-8)

**Make check or money order out to:
WinnebagoLand Division**

Hotel Info: Holiday Inn, 4601 Calumet Ave Manitowoc, Wisconsin 54220

Send payment and registration to:

Make reservations direct at: **920-682-6000**
Group code: **National Model Railroad Association**
Room rate guaranteed through **March 19, 2015;**
\$99.00 (1-4 people per room) +tax/night

Lynn Jasch
WLD Registrar
1850 Adler Way
Green Bay, WI 54303-3303

Do not mail registration form after April 7th 2015

**Saturday & Sunday
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