

Waybill

Mid West Region NMRA –
Fall 2017



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President's Report

Steve Studley President, MWR

A Whet Weekend...

No, that's not a typo in the title of this report. Let me explain...

In June I attended my first Railroad Prototype Modeler's (RPM) meet. This event, advertised as "The Eleventh St. Louis RPM Meet", was held in Collinsville, IL and attracted 550 attendees for two days of prototype modeling. The meet was similar to one of our regional conventions, with a few exceptions. There were clinics (19), home layout tours on Friday, manufacturers displaying their wares, railroad historical societies (18), operating portable layouts on display, learning stations (both hands-on and demonstrations), and displays of models brought by the attendees. It is also an opportunity to meet old friends and to make new ones. There is no contest; the models are on display to allow the attendees to discuss model-building techniques with the modeler. As the name of the event implies, there is a heavy emphasis on the prototype, both in modeling and research. You'll see models that are in the beginning stages of construction as well as completed models. When attending an RPM meet/conference keep the word interact in mind. You will want to be sure to interact with your fellow-modelers to learn from them. This happens in the clinic rooms when you are in a group and in the display room, either at the exhibition tables in a one-to-one experience with the modelers or at the vendors' tables.

Attending the RPM meet was a great experience. If you are anything like me (heaven forbid), attendance at model railroad meets, conferences, conventions, and events all tend to whet my modeling appetite. At the end of the event, I can hardly wait to get home so I can continue work on my railroad. It's

a time to include the just learned ideas and techniques to improve my modeling skills.

For those of you who only model during the "modeling season", it will soon be time to dust off the workbench and get reacquainted with the hobby. For all of us, the year-round and the seasonal modelers, perhaps a bit of encouragement will whet our modeling appetites. There are large train shows and swap meets one can attend. And, on a local basis, there will be Division meets to attend and to participate in.

Build something that you can enter in a contest at your Division's meet. Check your Division's schedule and then get a group of friends together to attend these events. Don't overlook the social aspect of this hobby. It's enjoyable to be able to meet and share modeling experiences with friends at these events.

Here are two more opportunities for gaining modeling enthusiasm:

The 2018 Midwest Region Convention, "Capitol 400", will be held in Madison, WI, April 13-15, 2018. The convention will be hosted by the South Central Wisconsin Division. For more information: <http://www.nmra-scwd.org/convention.html>

The 2018 NMRA National Convention and National Train Show will be held in Kansas City, MO from August 5 – 12, 2018. For more information: <http://www.kc2018.org/>

Penny and I are planning to attend both these conventions. I hope we'll see you there. In the meantime – back to the layout!

Steve

The WAYBILL

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Editor's Column

The last two weekends have been stuffed with railroad activity. Last Saturday, August 12 Soo Line Mikado 1003 came to Chicago. This is the first time it has been back since it has been restored. Although it was not technically on "home rails", it was on the CP's, on the former Milwaukee West line.

The occasion was to appear at Metra's family day at the Western Avenue car shops. From there it shoved backwards past the Galewood station and then forward to the Mar's Candy company siding where it was on display for a fundraising for the nearby Shriners Hospital for Children® Chicago.

The weather was perfect and I spent several hours soaking in the experience. As the trip was not widely publicized, there were not the hordes of people that I had expected. The train consisted of a tank car for extra water, a Milwaukee refrigerator car, Soo Line wooden caboose 268 and Milwaukee ribside caboose 02012. After the train had stopped, visitors were free to tour the two cabooses.

The following Sunday was the Wheaton train show where I am an infrequent vendor. I represent the Soo Line Historical & Technical Society as well as sell some of my books and other stuff. The day was again perfect and I was concerned that the crowds would be light. I was happy that people came out and bought. I saw a lot of folks new to the hobby, which is always good.

Yesterday, Saturday August 19 was an event at the Illinois Railroad Museum. It was the dedication of the Milwaukee Road Historical association's new car building and the groundbreaking for their new museum/archives on the grounds of IRM.

MRHA president Bob Storzuk officiated at the the ribbon cutting for the building and he along with several board members cut the ribbon. We then walked a block to the new Main Street area of the museum grounds where they threw a few shovel-fulls of dirt at the groundbreaking ceremony. Afterwards we were treated to cake to commemorate the event. Quite a few members of the society came and it was good to talk with people I had not seen for awhile.

Afterwards I roamed the grounds and ended up taking 414 photos. Of course I took a train ride. I work less than two miles from the museum, and can hear the whistles when the wind is right. I promise myself that I am going to get a membership so I can drive over on my lunch break and watch trains, but never do. Maybe next year.



On the Cover:
Soo 1003 slowly making its way down the Mar's candy spur on the northwest side of Chicago. Note the Cubs Win flags on the pilot. Wrigley field is not that far from here.
Right: The complete train backing down to Galewood.
Both photos David Leider.

Region News

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

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

Ron Christensen	Stevensville, MI	Structure
Larry Tschopp	Savoy, IL	Author
Paul Wussow	Glen Ellyn, IL	Official
Alan Basic	Darien, IL	Official
Ron Christensen	Stevensville, MI	Author
Jim Allen	Lake Villa, IL	Volunteer
Jim Allen	Lake Villa, IL	Dispatcher
Robert Landwehr	Arlington Heights, IL	Volunteer
James Landwehr	Arlington Heights, IL	Official

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

Thanks,
Jim

NMRA MIDWEST REGION CONVENTION MADISON, WISCONSIN APRIL 13-15, 2018



NMRA MIDWEST REGION CONVENTION MADISON, WISCONSIN • APRIL 13-15, 2018

All aboard the Capitol 400 for three days of model railroading fun at the MidWest Region Convention in Madison, WI, April 13-15, 2018, hosted by the South Central Wisconsin Division. The fun begins Friday afternoon and continues Friday evening with operating sessions on four local layouts: Dr. Bill Clancy's Rio Grande Pacific, Bob Wundrock MMR's Rice Lake, Dallas & Menomonie, Bill and Rose Weber's Union Pacific and Ken Hojnacki and Pete Reinhold's New York, Ontario & Western Auburn

Division. Clinics begin Friday evening and continue all day Saturday. Two special presentations will take place on Saturday. The first will be an intriguing look at the photography of O. Winston Link presented by Tom Garver, one of Link's assistants and the founding curator of the O. Winston Link Museum in Roanoke. Tom accompanied Winston on a number of his trips to the Norfolk & Western to photograph the last of steam at night. This program has never been pre-



Above: A Union Pacific passenger train enters the Feather River Canyon on Dr. Bill Clancy's HO Rio Grande Pacific.

sented to a model railroad group before, so you don't want to miss it. Also Saturday will be a clinic on the Nickel Plate Road layout of Tony Koester. Tony is well known as an editor at Model Railroader Magazine and he will provide insights on his design process that will surely get our creative juices flowing.

A number of local layouts will be open on Saturday afternoon and over 20 layouts are expected to be open on Sunday. We will have N, HO and G

Below: Empty hoppers at Portland Power are ready to be returned to the Black thunder mine for reloading on Bill and Rose Weber's Union Pacific railroad.



scales represented in many eras and locales. Model and photo contests and Non-Rail activities haven't been forgotten either. And of course, the MWR Board meeting will take place Sunday morning.

Saturday night's banquet is included in every registration. In addition to the MWR annual meeting and presentation of contest awards, our guest speaker will be Tony Koester, who will regale us with tales from his 50+ years as a modeler, editor and author. Tony's wry humor is always entertaining.

Registration will begin on September 1st. The registration form and more details can be found on the SCWD website at www.nmra-scwd.org. Click on the Convention tab at the top. Come join us for all the fun.

Frugal Modeler

by Dave Nelson

Skrrrritch! The sound of a Zona or other make of razor saw blade hitting the metal bottom of my aluminum miter (or if you prefer, mitre) box is just as cringe-worthy as fingernails on the blackboard. Just by chance I found that the halves of regular Atlas cork roadbed for HO -- with the bevels together, just as it comes from the factory -- perfectly fill the 1 3/4" width of my mitre box (which might be X-Acto or Mascot, I no longer recall which). The photo shows how neatly the cork covers the bottom of the box. When the cork begins to have too many saw cuts in it I just move the two pieces side to side, or turn them upside down, so that fresh cork is under the work being cut. Now I'm glad that I (frugally) saved all the leftover odd bits of cork roadbed from track laying.

Covering the bottom of the aluminum miter/mitre box with the cork roadbed does come at the cost of not being able to use the grooves milled

into the bottom of the box to hold very narrow widths of stripwood or styrene, but in truth I rarely found the grooves all that useful for that purpose anyway, so this to me was a small price to pay for extending the life of my razor saw blades.

That brings me to the other, and far less frugal, aspect of this article. A few years ago Micro-Mark advertised a "micro miter box" for really small projects; just 3 9/16" long and 9/16" wide, and the slot that holds the work is just under 1/4". It is a precision-looking little tool but, frugally, I had not purchased the special blades or blade holder that go



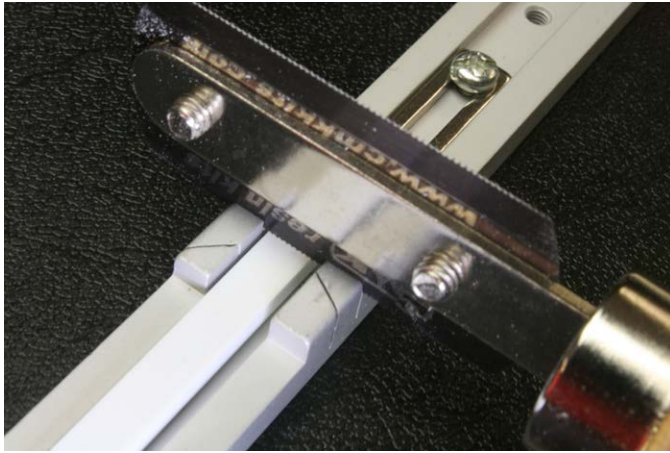
with it, and quickly learned that I had no saw blades or even knife blades thin enough to fit into the incredibly thin and precise slots on this tiny miter box.

Well that was frustrating. I swallowed hard and quickly ordered the special "ultra smooth" saw blades # 85853 (a five-pack of double edged toothed blades, very thin) and the blade holder # 86084. The tool worked well. It was a bit awkward to cut longer pieces of stripwood or styrene with such a short miter box, and the fact that the slot was just a hair too thin to accept a common 1/4" wide item was a bit of an annoyance. Perhaps for those reasons Micro-Mark abruptly deleted that particular miter box from its catalog, but then quickly replaced it with a longer 5 5/8" micro miter box (which they billed as "extra long"), the same 9/16" wide, but having a slightly wider and thus more useful 1/4" wide slot to hold the work. I ordered that perfected miter box as well, # 86407. All of them are shown in the above photo.

I am incredibly impressed with the fine and precise work that can be done with the micro miter box when cutting narrow stripwood or strip styrene. Moreover, I have found plenty of other scratchbuilding and kitbashing uses for the

All photos by the author





ultra smooth thin saw blades in the blade holder. They go through micro-plywood better and more cleanly than anything else I have tried. I guess that makes me a satisfied customer.

While I have no desire to have "Frugal Modeler" invade the territory of Jack Hamilton and his wonderful "Tool Car" column in the NMRA Magazine (almost always my favorite part of each issue), I did want to pass along this news about and endorsement of the micro miter box # 86407 from Micro-Mark. Just don't be as frugal as I was -- get the saw blades and the blade holder that are intended to go along with it.



The Frugal Modeler gave me two articles for the last issue. I downloaded them and put them in separate folders. Unfortunately not all of last issues photos were in the correct folder. I apologize for forgetting these three photos from the Summer issue. Editor

Fall Board of Directors Meeting

Trainfest
West Allis Wisconsin

Sunday

November 12, 2017; 10:30 am



Above: Finished flat car deck showing the stubs of styrene after they were cut-off.

Below right and left: Examples of prototype loads with blocking welded to the metal deck.



Submitting Paperwork for AP Judging

By Dave Poquette

At the Spring 2017 MWR convention in Rockford IL, I received the honors of achieving the 'Best of Show in Master Modeler Class' for my 1935 Residential house with 109 points. While everybody

Dave Poquette won Best of Show master in April for this 1935 Residential House. Photo by Walt Herrick



enjoys building the models, the paper work is often neglected. Frankly, nobody likes paperwork. However, there are times when that document can save a lot of time and reap rewards! Documentation can go a long way in showing the judges what you did and why. This article outlines will show how I filled out the contest judging form (#902).

Due to the lack of space on the contest judging form, I've created an electronic document that outlines in detail for the judges how I created my model. The document can also be hand-written but make sure the judge can read what you wrote or you will not receive full credit.

Construction

I drew my own plans (included with submitted documentation);
Used prototype plans (included with submitted documentation);
Cut and fit metal;
Cut and fit plastic;
Cut and fit wood;
Made patterns (included with submitted documentation)

Each side of the house was carefully measured and cut from a sheet of clapboard balsa wood based on the blueprints of the house. Where measurements were not supplied, I had either measured it

myself (as the house has not been modified since it was originally built). The windows and doors were carefully placed and cut according to the blueprints as well.

The pipe-vent was cut from styrene, painted and placed on the roof.

Before the shingles were laid, flashing in the dormer windows was cut from .005" styrene and laid in the valley of the roof. Starter rows of shingles were applied to the front edge of the each portion of the room, and then the shingles were applied. The roof caps, were individually cut and placed on the top of the room.

While all of the windows on the house are wooden style windows, the model windows were purchased from a couple of sources resulting in 2 different materials; wood & metal. I painted, cut, and glued balsa strips for the trim around each of the wood windows. The metal windows were filed and painted. Each of the windows were then glued into the opening on the side of the house.

The windows boxes were created from a .125 square of styrene, filed to look like a window box, and then painted. The brackets holding the window box were cut from styrene strips. The brackets were glued to the house and the window boxes were glued to the bracket. Ground foam was then applied.

The front door and porch was created from strips of balsa wood. The top triangle was created by painting, cutting, and fitting strips of balsa wood around a balsa wood triangle. Next, the door was cut and laid on a balsa wood base mimicking how the raised-panel door was created. This technique was applied to all of the doors. The door frame was created using multiple strips of balsa wood. Where the front door/porch was going to be placed on the model, the siding was sanded down flat and then the door/porch was glued to the siding.

The attic vents were created by creating the frame out of balsa wood for the trim and cutting and fitting small pieces of balsa wood to simulate the wood lattice that the original vents have.

The eaves were created from a single strip of balsa wood, painted, cut and glued into place. The gutters were created from old building scraps that I had. They were glued, painted, and placed on the building. The downspouts were made from a piece of wire that was straightened and bent to shape. They were glued to the side of the house.

The porch rail was made from strips of

styrene placed into a jig (included) and then cut to length. The posts were made from a square piece of balsa wood and sanded round at the top.

The chimney was made from styrene brick sheets. The chimney cap is made from styrene and the flues are made from strip styrene. Where the chimney was going to be placed, the house siding was sanded down flat.

Construction Score: 34/40

Detail

There are 3 areas of difficulty on this model

1. Fabricating the side porch brackets

a. The side porch brackets were fabricated from a single piece of wood. The difficulty of this was to shape the bracket without breaking it into pieces. To do this, I first cut and shaped the brackets. Afterwards, I drilled out the holes.

2. Fabricating the front porch

a. This was the most difficult and time consuming part of the project. Each piece of the front porch was individually cut and sized.

3. Fabricating the balcony railing

a. Creating the railing was to create a jig that would enable me to glue the balusters to the top and bottom railing

The model has all of the details just as you will find on the actual house

- Side air vents for the attic
- Flower boxes
- Brackets to hold the flower boxes
- Small brackets that wrap around on the side of the house
- Eaves
- Milk house door
- Porch with railings
- Electrical boxes
- Properly placed and sized windows with the side trim
- Flashing under the roof of the dormers as well as a properly laid shingles that includes the starter row that sits underneath the visible row of shingles.
- The front porch detail.
- The side door overhang that includes a light.
- All of the doors include a door knob.
- I also created the flashing between the chimney and the roof

Detail Score: 19/20

Conformity

The outside of the actual house has never been remodeled or additions added to it. Therefore, I was able to use the original 1935 blueprints as a guide to create the model. In the areas where detail does not show up very well on the blueprints, I took pictures of the house and drew my own plans of what needed to be done. In some cases, it was easier to take a picture and put the measurements directly on the photograph.

Conformity Score: 24/25

Finish and Lettering

- Weathered
- Airbrush
- Decals
- Hand Letter

The roof was brushed with a coat of grey chalk to give it an appearance that it has been on the roof for many years. The flashing in the dormers was weathered with rust.

I chipped at the paint on the down spouts to expose the wire to resemble the chipping of paint that occurs on down spouts when metal is painted with latex paint.

The house numbers to the left of the front door was hand painted. I laid white number decals on the side and painted the white numbers with purple paint.

The real front porch lantern is actually copper that has turned green over 80 years. I painted my version of the lantern PennCentral green to simulate that process.

The flowers in the window box was created using ground foam.

The roof on the side porch overhang was scratched and speckled with glue dirt to resemble the paint peeling and the dirt that accumulates.

The chimney brick was painted the same color as the house. Individual bricks were painted to give it a cream city brick appearance. The top 30 courses of my real chimney was rebuilt so the top section looks newer than the bottom section. I simulated this by dusting the bottom courses of brick with green, grey and black chalk. The flues at the top were painted rust with a drop of black and then dusted with black chalk to give it a smokey-terracotta look.

Finish and Lettering Score: 20/25

ScratchBuilding

The following items are a list of purchased or scraps of purchased components that was used in building the residential house:

Purchased items

1. Shingles were purchased from BTS
2. 3 Windows and trim were purchased from Scale Structures

- a. On the front of the house, the window above the large window
 - b. On the chimney side of the house, both windows located on the main floor on both sides of the chimney.
3. All other windows (not including the trim) was purchased from George Neffstead

Fabricated items

1. All sides
 - a. All of the gutters were scraps of gutters from by scrap bin of old building parts.
 - b. The down spouts are made from wire.
 - c. The window boxes are made from styrene
 - d. The brackets for the window boxes are made from styrene
 - e. The window sills and the window frames were fabricated from wood
2. Front of the house
 - a. The porch light was taken from a Scenic Express figure holding a lantern. I cut the lantern off, trimmed excess material and inserted the wire at the top.
 - b. The front door as well as the porch was fabricated from scratch using various pieces of wood.
 - i. The door handle is made from a piece of wire while the door lock is a painted dot.
 - ii. All pieces to the porch and door was completely fabricated
 - c. The mail slot is made from styrene.
 - d. The house number located under the lantern was fabricated from styrene
 - e. The electrical box is made from styrene
 - f. The porch step was fabricated from wood
3. Roof
 - a. The vent is made from styrene
 - b. The dormer window flashing was fabricated from styrene.
4. Non-chimney side
 - a. The door was fabricated from wood but the window was purchased.
 - b. The side door over hang was fabricated from wood and styrene.

- i. The roof is styrene while the rest of the structure was fabricated from wood.
 - ii. The brackets for the overhang were fabricated from a single piece of wood
 - iii. The light was fabricated from styrene
- c. The kitchen vent was fabricated from wood.
 - d. The water faucet was fabricated from wire.
 - e. The attic vent was fabricated from wood.
5. Back of the house
 - a. The electrical meter was taken from my scrap bin of old building parts.
 - b. The water faucet was fabricated from wire
 - c. The door was fabricated from wood but the window was purchased.
 - d. The porch railing was fabricated from wood.
 - i. The posts was made from a square piece of wood and sanded round.
 - e. The electrical box was fabricated from styrene
 - f. The wire insulators were fabricated from brown bottles.
 6. Chimney side
 - a. The attic vent was fabricated from wood.
 - b. The chimney was fabricated from styrene.

Scratch Built Score: 12/15

Final Score: 109/125

Tales of the Cat Mountain Railroad Vs. Nature

Paul Mangan

I hope your summer has been going well. Unfortunately this tale has to do with Mother Nature and the world of outdoor modeling of a railroad. When you are dealing with the elements you get to know what the prototype railroads go through on a much smaller scale of course. G- Scale to be precise.

On a pleasant evening in July my wife Kathy and I went to an outdoor theater west of Madison WI to enjoy a play. After our pre play picnic we heard thunder in the background. We were then told by the staff that tornados were in the area and we needed to go to the shelter. Things went downhill from there. It took about an hour before the main part of the storm passed and the show was called off.



We were riding with a group of friends that evening and were given the clearance to leave. With SCWD member Donn Tolley at the helm we headed back to Madison. It was not a smooth ride as the back side of the storm hit us while we were on the road but our skipper kept us on spot and we made it home.

When we arrived home we noticed there was a power failure as the entire neighborhood was dark. We then got our candles out and hunkered down for the night. In the morning I looked out the window and saw that two large trees had been uprooted and fell across the Cat Mountain Railroad. Wow, what a mess. It looked like a total disaster and I thought the whole layout was trashed.

While on the inspection tour it looked a little more promising. Both trees had fallen without any serious damage to the railroad. All the buildings can be glued back together. The few cars on the track were just knocked over. The main road through the village however did not fare as well though as the pavement buckled when the tree roots pushed upward as they fell.

With the exception of the Cat Ale Brewery siding being shifted about a G-scale quarter mile and a bridge abutment being pushed down a bit this point damage to the layout appeared minimal. I did find a sink hole under the road crossing but fortunately nothing fell in.

The first order of business will be to get the trains running to get the supplies up to the mountain. Then put the buildings (about 10) back together starting with the brewery, Ha! The MWR convention will be here before you know it so I need to have it in Train Shape (not Ship Shape).

I want to say thanks to all the lumber jacks that came out to clear the wood. I'll keep everyone updated. Mother Nature, you won this one but we'll be baaaack! Cat Mountain Work Crew Chain Saw Paul





Below: MRHA President Bob Storozuk with Secretary Carolyn Helms and Treasurer Dave Young cutting the ribbon to their new car barn.

Left: 1003 steaming up the Mar's Candy spur in Chicago.



Above: I like work equipment and this CNW Bucyrus crane caught my eye. Later I was treated to see it work after a volunteer fired it up. as can be seen from the smoke emanating from the back.



On July 8 members of the Fox Valley division traveled to East Troy to visit the museum. We all had great fun riding the trolleys. We were fortunate that members of the National Park Service were onboard to tell the history of these former South Shore cars. All photos this page by David Leider



Introducing the NMRA Partnership Program

Starting now, NMRA members get discounts from our partner manufacturers!

Your leadership team has been working with model railroad manufacturers of all scales to bring you substantial discounts when you order from them. Now we're ready to unveil the first of our partners!

This list will keep growing and growing, so check our website in the "Members Only" section at <https://www.nmra.org/members/partnership-program> every month for the newest manufacturers to be added, and for the newest discount codes. Discount codes will change monthly, so check back often!

Our current NMRA Partners

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Green Frog Productions – Producer of hundreds of prototype railroading videos in both DVD and BluRay formats. NMRA members should email greenfrogproduct@bellsouth.net and add a note that you are an NMRA member and want to take advantage of the coupon. You should also include a scan of your NMRA membership card showing the expiration date. Green Frog will then email you a link to the 10% off coupon which can be used on their website. The coupon is in addition to any other discount offers currently running. There is no minimum order. www.greenfrog.com

LARC Products -- Producers of full custom-sized backdrop graphics and railroad graphics CDs. Hundreds of scenes are available. There are two ways to order: by US Mail or by sending an e-mail to LARC Products as per instructions on their website.

Simply include your NMRA membership number and expiration date and you will receive a 10% discount. www.larcproducts.com/

Logic Rail Technologies -- Producer of sophisticated electronics for model railroads, including signaling products and fast clocks. NMRA members get a 10% discount once they register on the Logic Rail Technologies website as an NMRA member and submits proper identification. Enter code NMRA-LRT on the website. www.logicrailtech.com

Micro-Mark – It's the first name in high quality modeling tools and accessories. NMRA members receive a 15% discount when you order online and enter code NMRA in the "Coupon Code" or "Discount Code" box on the checkout page. www.micromark.com. Be sure to check out our Micro-Mark-sponsored video on the NMRA Facebook page.

Motrak Models -- Motrak Models offers a full line of hydrocal- and resin-based HO-scale coal and sand car loads, gravel and ballast loads, and retaining walls and bridges, as well as laser-cut structure kits. NMRA members receive a 10% discount by entering NMRA2017 in the discount code spot on their website. www.motrakmodelsusa.com

MRC (Model Rectifier Corporation) – Producer of Prodigy DCC systems, as well as train controls and sound systems, plastic model kits, locomotives, and rolling stock. NMRA members receive a 25% discount on their Light Genie. Once you register on the MRC website, enter code NMRA17-25 in the "Coupon Code" portion of the checkout screen. www.model-rectifier.com

RR-CirKits – Manufacturer of unique model railroading electronic circuits, including Loco Buffer (a USB interface with Digitrax's LocoNet), and MotorMan (a driver for turnout motorization system). All NMRA members receive a XX% discount. Just supply your NMRA membership number and expiration date on the order form in the area provided. <http://www.rr-cirkits.com/>

Rusty Stumps – Need details or craftsman kits for your layout? Rusty Stumps produces hundreds of them in HO, O, and S scales. NMRA members receive a 10% discount once they create an account on the Rusty Stumps website and enter the code NMRAMBR. NMRA members will also qualify for

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www.rustystumps.com

Unreal Details – Maker of Magic Water, an easy, realistic water modeling system developed especially for model railroaders and diorama makers. NMRA members receive a 20% discount. Place your order by phone (269-468-7434 and leave a message) or email (unrealdetails@aol.com and include your phone number). Unreal Details can also send a PayPal invoice if you use a credit card and aren't a PayPal member. Mention code 041401 in your message to receive the discount. www.unrealdetails.com

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Before you order, check <https://www.nmra.org/members/partnership-program> for the latest discount codes! If you encounter any problems while ordering, please contact the Partner -- not the NMRA -- to resolve the problem!



***All Aboard for the Capitol 400
Midwest Region Convention.
April 13-15, 2018
Madison, WI***

- ☛ Operating Sessions Friday Afternoon and Evening
- ☛ Clinics Friday Evening and Saturday Morning and Afternoon Including:
The Photography of O. Winston Link
- ☛ Layout Tours Saturday Afternoon and Sunday
- ☛ Non-Rail Activities Including Project Linus
- ☛ Every Registration Includes the Banquet with Guest Speaker Tony Koester



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