



Waybill

Mid West Region NMRA –
Fall 2019



The WAYBILL

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The WAYBILL

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CONTRIBUTIONS

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Editor's Column

As Steve alluded to in his President's Column, the big news in the Midwest this summer was the tour of 4014. I consider it a stroke of marketing genius by the UP and a boon to the hobby. Anytime the public gets exposed to railroading in a positive way, it benefits us all. From the number of kids wearing Big Boy T shirts at the monthly Wheaton train show, the UP Clothing Department must have made a haul.

It was good to see the thousands of people that turned out everywhere it ran. Hopefully some of those youngsters were so impressed that they will become model railroaders (and NMRA members) later.

The UP was very accommodating with free water, tents for shade and cooling fans. I decided to see the exhibition car and waited an hour and a half to get in. The best part was when I got out, the crowds had left and I got unobstructed views.

I saw Big Boy on my return from the Collinsville RPM on Sunday, July 28. It was my first time at the Collinsville RPM and I was impressed with the number of models and vendors. I spent way more than I expected on all sorts of goodies, but you know the saying, if you see it, buy it. It may not be available when you want it.

I took a leisurely trek back home on Sunday, stopping along the former GM&O to photograph grain elevators and old structures. One of the best was the J. H. Hawes Grain Elevator Museum in Atlanta, Illinois. The Hawes elevator is nicely restored and was put on the National Register of Historical Places in 1991. Along-side

was a wooden double door outside braced Wabash boxcar, similar to the GTW boxcar resin kit I bought at Collinsville. Lots of photos will help in assembling the kit.



Above: The J. H. Hawes Elevator in Atlanta, IL. It would make a nice model or diorama.

Below: Two photos taken at West Chicago. With crowds and without. All photos by David Leider



Front Cover

Best of Show Award at the MWR convention went to Rod Thompson for his Monfort Junction Module. More contest results on page 7,

Waybill

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President's Report

Steve Studley President, MWR

Special Events

This year, 2019, marked the 150th anniversary of the completion of the Transcontinental Railroad. The Central Pacific Railroad and the Union Pacific Railroad met and the last spike was driven on May 10, 1869 at Promontory Summit, UT. Re-enactments were held this year in May and again in July for those opting for the bus tour available during the National Model Railroad Association (NMRA) National Convention in Salt Lake City. For those of us who model railroads, completing the railroad was very important as it allowed vast areas of the United States to be opened up for expansion. Railroads were instrumental in this expansion, moving both goods and passengers more rapidly than previous forms of transportation.

Through the years, train transportation continued to advance so that more goods could be moved more quickly. In December of 1941, the Union Pacific Railroad received from the American Locomotive Company (ALCO), a rather large (132' long, 1.2 million pounds) steam locomotive, numbered UP 4014. This large class of locomotive was nicknamed the "Big Boy".

To help celebrate the 150th anniversary of the completion of the Transcontinental Railroad, the Union Pacific Railroad decided to refurbish UP Big Boy #4014, returning it to steam operation. #4014 has just completed a tour that included passing through the northern areas of the Midwest Region (MWR). Hopefully, many MWR members were able to see and experience #4014 in person during its tour. Unfortunately, I decided not to travel to track-side to see this locomotive, but I did enjoy the experi-

ence by viewing several of the stops along its tour with the help of the internet and railroad video cams. Hopefully, many of you were able to photograph the locomotive and consist of Union Pacific passenger cars. If you did get photos, consider entering them in an upcoming photo contest or display at your local Division meet or MWR convention. Let others see what visited us this summer.

And speaking of summer, we must be heading toward the end of summer and the beginning of fall. Some local schools are now in session and others will soon open their doors. The faucet for the spring and early summer rains has now been turned off and the heat continues to cause our yards to go dormant. Since grass-mowing has been reduced in frequency and it's still hot outside, one might as well head to the cool confines of your basement railroad room. Soon, division meets and other train shows will begin to show up on the calendar. Make sure you get those dates transferred to your personal calendar.

Remember to gather some friends to go with you to these events. It's always more enjoyable to share the time with other modelers. Take some non-NMRA member friends with you to a meet or show and let them know the benefits of joining our organization. If they are eligible, suggest they opt for a RailPass membership. A nine-month membership for \$19.95 is a rather inexpensive way to learn about the NMRA and what it is we do. Remember to make sure they are involved in the events. It is very true that what you get out of the NMRA is related to what you put into it. So get out and participate.

For your calendar: The MWR will hold our Regional Convention, Peoria Rocket 2020, this year in – you guessed it – Peoria, IL. The convention will be hosted by the Illinois Valley and Illinois Terminal Divisions. Dates are May 14–17, 2020. In the meantime – back to the layout!
Steve

**Fall Board of Directors Meeting
Trainfest, Clinic Room 4
Wisconsin State Fair Park
West Allis, Wisconsin
November 10, 2019, 10:30am**

Region News

Midwest Region Achievement Program

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:

Robert Landwehr	Arlington Heights, IL	Official
Michael Hirvela	Waukegan, IL	Official
Eric Peterson	Carmel, IN	Official
John Leow	Marquette, MI	Official
Emil Mosny	Rockford, IL	Volunteer
Emil Mosny	Rockford, IL	Cars
John Coy	Avon, IN	
Dispatcher		

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

Thanks, Jim

Midwest Region Elections

The NMRA Midwest Region Needs You!

Happy Fall everyone! It's time to start thinking about next year's elections, so this is your reminder that it's never too late to offer your services to the Midwest Region. My 2nd term as a Director-at-Large (DAL) is up at the end of this year, and I am glad I raised my hand four years ago. I've learned more about the workings of the NMRA at the region level, and have met many more great model railroaders!

We elect three (3) DALs on each odd numbered year, and four (4) DALs on each even numbered year. Our DALs up for re-election this coming election on the "even cycle" are Eric Peterson, Fred Henize, and Jim Allen. They are finishing their 1st Terms and are eligible to run for a 2nd term. Bob Landwehr will be finishing his 2nd term, so we'll need one of you fine folks to run for this DAL position.

If you are interested in running for one of these positions, please contact me using the info below!

Dan Brewer
Nominating Committee
dbrr@comcast.net

Midwest Region 2019 Convention

For those that attended the joint meet, I hope you had a good time and thanked our 1000 Lakes Region co-hosts. The Convention was after the last Waybill went to press. More coverage and photos are on page 6

Midwest Region 2020 Convention

Peoria Rocket 2020, Peoria, IL.

The convention will be hosted by the Illinois Valley and Illinois Terminal Divisions.

Dates are May 14–17, 2020.

For more information go to www.nmra-ivd.org and see page 10

Frugal Modeler

by David Nelson

Scratchbrushes look and work like retractable pencils, but instead of lead, fairly coarse strands of metal (brass and steel) and fine strands of fiberglass, come out. The photo shows a cheap set of three scratchbrushes I purchased at a train show. The materials can extend out nearly an inch; the shorter they are extended (e.g., 1/4" or 1/8") the more stiff and abrasive they are.



The brass and steel brushes are useful when soldering feed wires to rail. Rubbing the sides of the rail removes surface oils, paint, oxides, dirt, and stray scenery materials and cements, leaving clean metal ready for soldering; the slight striations as they dig into the nickel silver (or brass) rail even seem to give better "tooth" and purchase for the solder itself. The

softer brass wire scratchbrush can also clean locomotive wheels that do not have rubber traction tires (the harder steel wire might scratch the metal wheel tread which would be as counter-productive as scratching the top of the rail: small grooves leave a place for dirt to gather).

Steve Harris's article on weathering structures in the November 2003 Model Railroader suggested painting structures with two contrasting colors of paint, then using a scratchbrush to lightly abrade (i.e., don't scrape down to the bare white styrene level) the top layer of paint allowing the lower layer/color of paint to show through here and there. This is similar to my method of weathering "wood" flatcar decks (first painted khaki followed by gray) that I showed in the Spring 2017 Waybill's Frugal Modeler.

Observation: this takes some practice.

Following an article by Lionel Strang, "Great results - from scratch" in the October 2004 Model Railroader, I have also found the wire brushes good for creating wood grain in plastic, and when fully extended (so more softly abrasive), to "dull" the sides of freight cars and painted structures. Strang himself thought he'd scratched too deeply into the plastic of his boxcars at first, (and he did break away some details) but an application of Bragdon self-adhesive weathering powders made him much more pleased with the results. Again, in this era of \$40 boxcars, practice on lesser models first.

But sometimes you do want to scratch rather deeply into the plastic of freight cars, and that time comes when you want to replicate the often deep scratches that sliding boxcar doors leave in the sides of the cars - deep enough to create large areas of rust. See the prototype photo. For this purpose, retract the wire brush a bit. Carefully drawing the bristles across the side of the car horizontally can create a realistic set of deep parallel scratches, which, as with Lionel Strang's example, respond well to weathering washes and powders to highlight the abrasion. A photo of an Athearn "Blue Box" NYC boxcar shows the results. I assume similar results could be obtained with resin or wood or even brass cars.

And what of the fiberglass scratchbrush? As early as the April 1959 "Kinks" column in Model Railroader, David R. Lane, Jr., wrote that fiberglass erasers (that is, scratchbrushes) were good for cleaning wheels. But I confess I never intended to use mine, as merely touching fiberglass of any kind tends



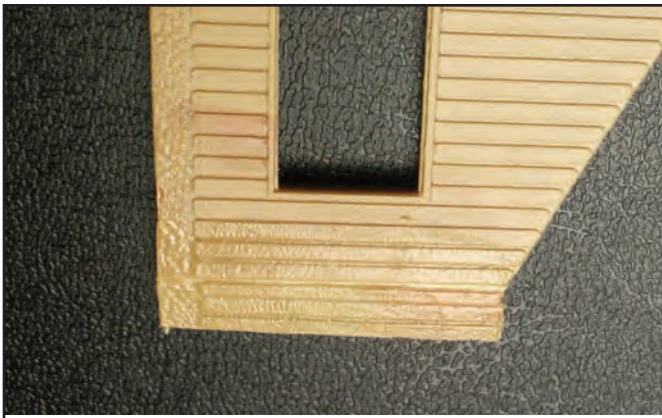
Top photo is a prototype shot showing the deep scratches a boxcar door leaves in the sides of the car.

Bottom photo shows a model NYC boxcar with deep scratches created by using a scratchbrush, following by weathering.



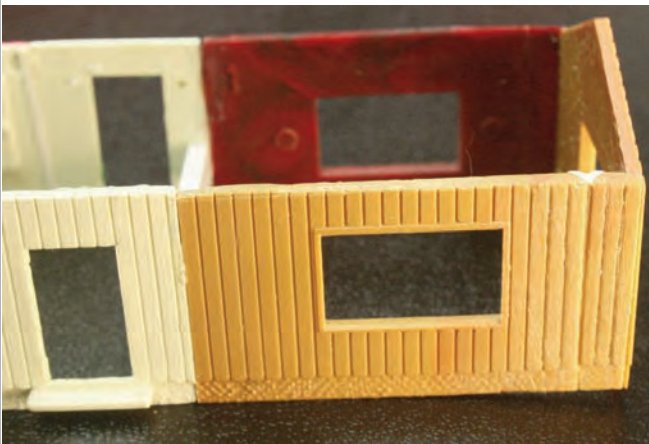
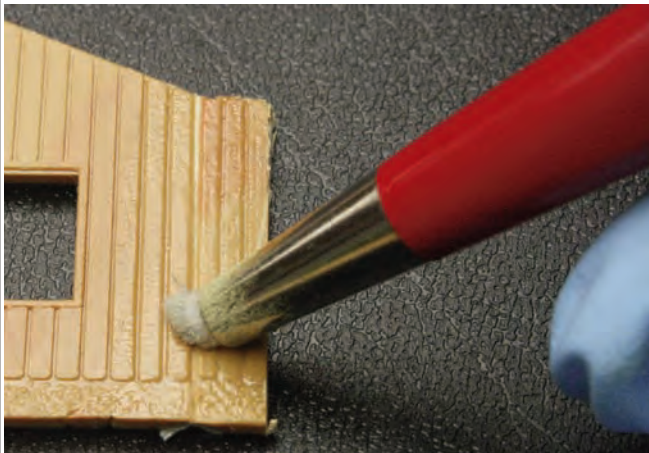
to make my skin itch and chafe; the scratchbrush's fine strands of fiberglass break off readily, and seemed particularly likely to irritate my hands.

I finally discovered the virtues of my fiberglass scratchbrush after a classic (and not-infrequent) "oops" moment: getting stray blobs of plastic cement (a solvent) onto the surface of a plastic freight car model, leaving a shiny area and marring/melting the surface. Rule 1 when this happens is to leave it alone and NOT to attempt to wipe it off while the cement is still wet or soft as you'll only enlarge the area of damage. Rule 2 unfortunately is to be prepared to have to discard the damaged part. So, what to do? I figured I needed something 1) lightly abrasive, 2) flexible enough to get in, around and under some tight quarters in the area of the damage, yet 3) capable of leaving the fine detail (a delicate plastic



Top photo shows the damage done to a structure wall part by getting plastic cement on it.

Bottom photo shows a mostly-retracted fiberglass scratchbrush rubbing on the styrene part damaged by cement.



This photo shows the results, with the part being used as part of the final kitbashed structure.

All article photographs by Dave Nelson.

grab iron) alone. Taking the precaution of putting on disposable nitrile gloves, I tried the fiberglass scratchbrush with the brush extended to medium length, shortening it in the areas of greatest damage. To my surprise it did a great job of removing or dulling the hardened cement, leaving the painted plastic mostly alone, indeed "weathered," and did not disturb the delicate detail. This was a nice discovery because, I blush to admit, I screw up this way with plastic cements (and CA) far too often. I blame old age.

The photo sequence shows a similar "oops" while kitbashing a plastic structure, and no, I did not do this just to give myself a prop for this article. Cement applied to the backs of two pieces, so capillary action would bind them together, somehow leached to the front, badly softening and distorting the vertical "wood" siding detail and leaving a shiny blemish. See photo. The fiberglass scratchbrush came to the rescue again (so did the nitrile or latex gloves - I'll never use the fiberglass scratchbrush without them, and I may even use eye protection), and while the plastic wasn't really restored to original condition, it is usable and with some rescribing of the vertical grooves between boards, the project could proceed.

This interesting and unexpected use for what had been the "poor relation" of my scratchbrush set finally made it a frugal purchase!



Display and vendor room at Collinsville. As can be seen from the photo, all kinds of models, modules, diorama and displays are represented.
photo by David Leider

2019 Structures category

2019 Locomotive category



1st Place: Matthew Lentz above
2nd place: Matthew Lentz
3rd place: Matthew Lentz



1st Place: August B. Swett above
2nd place: Jim Osborn
3rd place: Jim Osborn

2019 Rolling Stock category



1st Place: Ken Mosny above
2nd place: Ken Mosny
3rd place: Kevin Dill

2019 Diorama category



1st Place: Gary Loiselle above
2nd place: Walt Herrick
3rd place: Ron Johnson

2019 MWR Convention Contest Winners

2019 Color Model Photo category



1st Place: Glenn Wolfe above
2nd place: Ron Johnson
3rd place: Jim Osborn

2019 Color Proto Photo category



1st Place: Marion Brasher above
2nd place: Paul Ulrich
3rd place: Thomas Gasior

All photos this page by
Jim Osborn

2019 B&W Model Photo category



1st Place: Thomas Gasior above
2nd place: Thomas Gasior
3rd place: Matthew Lentz

2019 B&W Proto Photo category



1st Place: Frank Gerry above
2nd place: Jim Osborn
3rd place: Kevin Dill

2019 Module category



1st and 2nd Place: Rick Holzapfel
above

Changing Scale To Keep Modeling

by Jeremy Dummler jkdummler@gmail.com

Many modelers come eventually to the point where they can't physically manipulate, or can't see to manipulate, the models they are building. Some leave the hobby while others make different choices and simply run with what they've got. Yet others make the decision to follow their statements of "if I was ever going to change scale it would be to...." Followed by whatever scale and railroad they have had secret plans to build for years, but haven't yet reached the point where they are willing to make the change.

I reached that point this year due to my vision. Declining vision didn't mean declining desire to build model trains, but it meant that the HO scale models that I have been building for the last 20 years were becoming difficult to the point of frustration to see. At the urging of some close friends, I finally decided that the time was right, I would leave HO scale and move to something bigger. Once I made the decision to do so, I didn't look back, I jumped into the project of changing scale.

A change of scale requires a good deal of list making and a willingness to part with projects that time and effort went into. I started out building an inventory of everything that needed to be sold, made it known to several groups online that I was willing to share the list, and then sent that to anyone who requested it. The inventory process took me a good three days of sorting and making the list. Once I started emailing out the list, however, it only took about three weeks to liquidate the collection. I tried to set reasonable expectations for selling things.

Once my HO equipment was out the door, I turned my attention to restocking the project stash with kits and cars to build. I managed to find 90% of what I set out to look for and that gives me things to still hunt for at train shows and events. I also made the decision to build my new layout as a modular layout so that it can move with me should I ever relocate.

As I've started working in O, I've found some things that I really am enjoying about the new scale. Many kit-cars are provided 'al la carte'. You get the sides, ends, roof, and floor of the car from the kit maker. The details, like grab irons, couplers, and brake systems are up to the modeler to decide what

to use or not add. I've been learning to bend my own grab irons for a car project. Many of the things that I used to bypass in HO scale, like the nut/bolt/washer castings for grab irons or chains on the brake gear are highly visible in O scale and easier to work with, so I'm learning to add those things too. There have been quite a few moments of learning as I sort out the new projects where I am understanding what I'm building as opposed to just following directions from a kit.

Changing scale can be frightening. I would, on the other hand, tell you from my experience that it is also freeing. I've started building new freight cars and every time I sit down at the workbench I say to myself, "why didn't you do this sooner".



This 36' Northern Pacific boxcar is one of my first projects. I bent all the wire grabs necessary, and the end grabs are Precision Scale. The detail level possible in O is incredible.

**Annual Meeting of Members
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Saturday Sept 21st, 2019
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*Quantities Limited



Come one, come all! Join in the Fun!

Midwest Region Convention of the National Model Railroad Association

PEORIA ROCKET 2020

May 14-17, 2020



Keep watching www.nmra-ivd.org for more information

- Clinics
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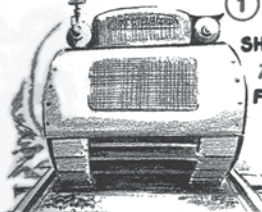
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 May, 1947 509

Here is the answer to last issues puzzle. The Crawler was a ballast tamper that fit between the rails. The Schramm Company was best known for portable welders that ran on treads so were highly maneuverable.

This ad ran in the Railway Engineering and Maintenance Journal in May 1947.

Thanks to Parnell O'Brien for his guess.

Below: A few more Big Boy pictures

