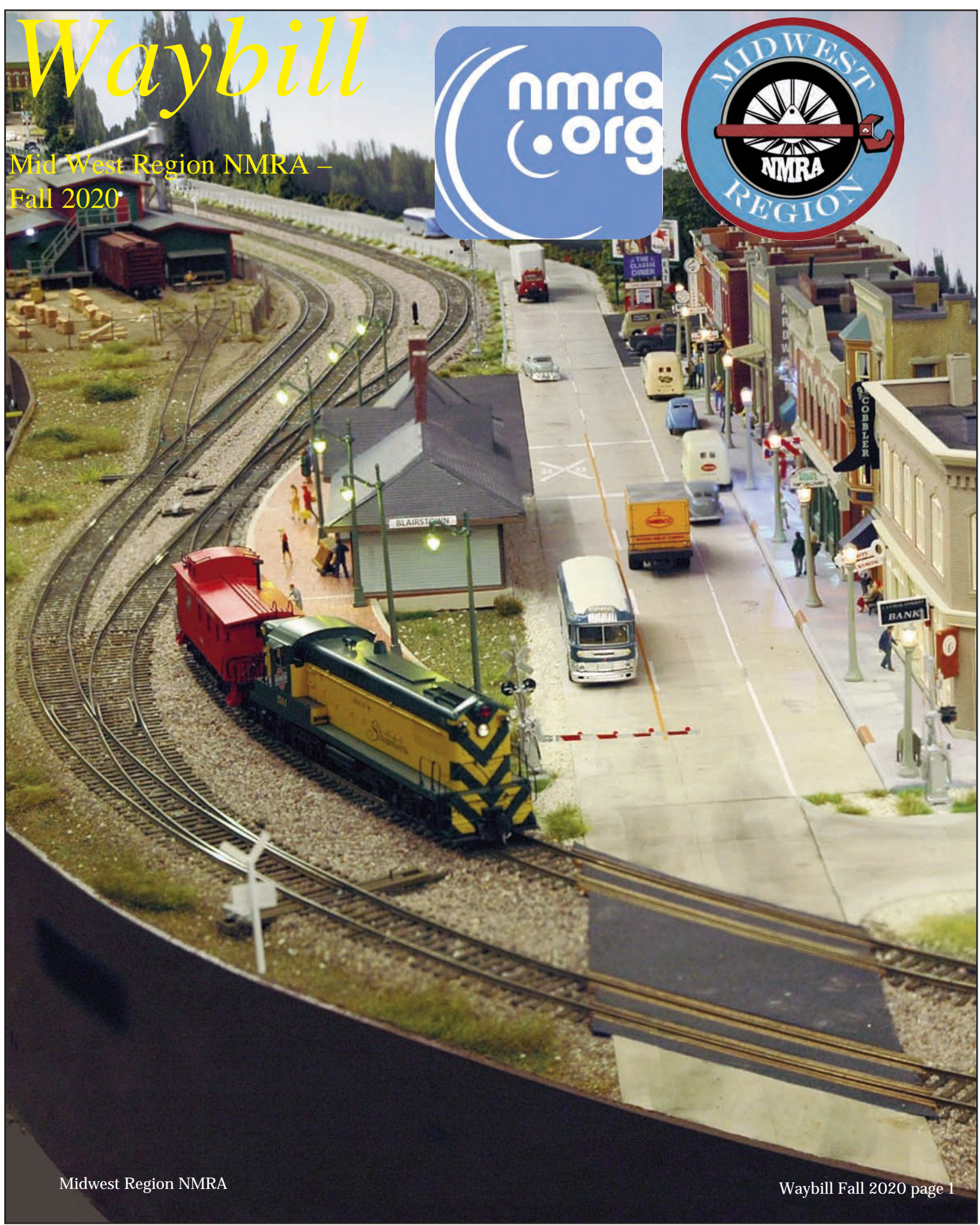


# Waybill

Mid West Region NMRA –  
Fall 2020



# The WAYBILL

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## The WAYBILL

is published quarterly by the Midwest Region of the National Model Railroad Association Inc. for the benefit of the model railroading community.

## SUBSCRIPTIONS

Electronic delivery is free to all members of the Region. Go to <http://www.mwr-nmra.org/region/waybill/waybill.html> to subscribe or to change your e-mail address. Regular mail subscriptions are \$6.00 per year; \$12.00 for two years. To subscribe, complete the applicable sections of the NMRA Membership Application at <http://www.nmra.org/>.

## 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.

## ADVERTISING

Deadlines for camera ready ads are the same as for the copy deadlines. Please submit by email to the editor as a TIF or .jpeg. Only railroad related ads. please If it is for an event in the Midwest region, there is NO CHARGE

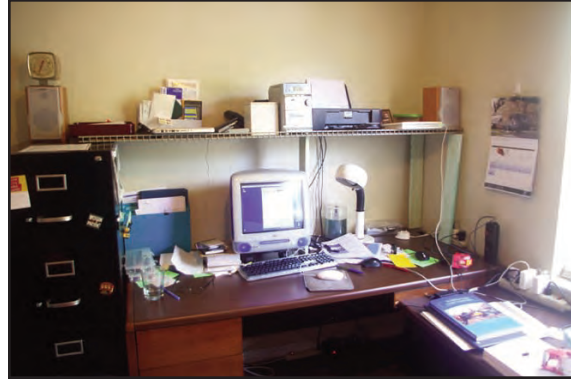
Advertising rates for commercial accounts are:

	yearly	or	per issue
Full page	\$100		\$35
Half page	75		25
Quarter page	50		20
Business card	25		15

Make checks payable to the **Midwest Region NMRA** and mail to: David Leider  
12171 74th Street  
Largo FL 33773-3123

## Editor's Column

The move to Florida went off without a hitch. My wife and I took a 10-foot Uhaul in advance with all of our fragile stuff, which included my layout modules. You never know how much stuff you have until it is all boxed up. And most of it is heavy!



After the movers left and things were settled, I set up my library which now doubles as my workshop. The photo above shows my writing desk and one of my file cabinets of photocopied articles.

Yes, I still use an iMac running version 9. It is archaic, but works for me. I also have 2 laptops, and an ipad and chromebook to get emails.

The photo to the right shows notebooks filled with more notes, articles and photos. I pared my model magazine collection by cutting out any pertinent articles and putting them in plastic sleeves in binders.



One bedroom of the house is stacked floor to ceiling with my model supplies, layout modules, etc. Since we are renting, I makes no sense to unpack until we are settled in a permanent house.

Election results for Director at Large 2020-2022

- Jim Allen, Fox Valley Division (Incumbent)
  - Eric Peterson, Central Indiana Division (Incumbent)
  - Mike Roderick, Central Indiana Division
  - Gary Children, Wisconsin Southeastern Division
- Congratulations all.

Below: Binders of articles, photos and materials for research. A few parts cabinets are also shown, within easy reach of my work table.



Left: Photo shows my new work table space. It is tight, but manageable. I have plenty of light from the window.

## On the Cover

Photo by Jim Osborn of Blairstown on his excellent C&NW-themed layout.

# Waybill

Mid West Region NMRA –  
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## President's Report

Steve Studley President, MWR

### Pandemic II

Although the threat of COVID-19 remains with us, we are seeing a lessening of the restrictions that had been in place at the time of the last writing. More businesses are now open, but with that come continued restrictions regarding masks and social distancing. Hopefully we will soon be able to attend conventions and other model railroad events once again in-person. Until that time, we are thankful that there are video conferencing apps that allow us to meet and interact virtually. I trust you have been able to put these apps to good use by attending meetings, clinics, and other model railroading virtual events. Zoom is a prime example of one of these programs.

Zoom may be a four-letter word, but it's a good word, not a bad one. The program allows a group member to share a presentation with others in the group. And, similar to an in-person clinic, questions may be asked and answers received. During the viewing, questions may be asked either orally, for an immediate answer, or typed into a chat frame, for an answer after the presentation. If Zoom, or other similar programs, weren't readily available and fairly easy to use we'd have a much harder time experiencing the educational and social aspects of our hobby.

I'm very happy these virtual meetings are available. I've been able to attend several meetings of the Central Indiana Division's (CID) Track Talk and a few of Michiana Division's monthly meetings. After the cancellations of the MWR 2020 Regional and the 2020 NMRA National Conventions, being unable to attend clinics was causing withdrawal symptoms. Fortunately, clinics have been made available virtually and have been proven to be easy to attend. I hope

you, too, have been taking advantage of events that might be sponsored by your division. Right now, without in-person meetings, virtual meetings are providing us with continued model railroad educational opportunities. As of this writing, for the rest of 2020, it appears that some of the MWR divisions will continue to hold virtual meetings in place of in-person meetings and some divisions will hold both. If you are concerned about meeting with others, you can still attend virtually and not miss out on the presentations.

Gordie Robinson and his world-wide crew have offered day-long meetings with hour-long clinics under the NMRAX title. Clinicians for these events are from everywhere. We have had presenters from Australia, New Zealand, UK, United States, and Canada. The streaming event is available on Facebook (you do not need to have a Facebook account to view the event) and on YouTube. Information about these meetings is available on the NMRA website. The events are recorded in 5 – 6 hour blocks and stored for viewing on YouTube a few days after the meeting. Later, the individual clinics are separated from these blocks and placed on the NMRA YouTube channel. Not only have there been several NMRAX meetings, there has also been a day-long event, SERx, sponsored by the Southeastern Region and a five-day event, Gatewayx, sponsored by the Gateway Division that took place during the dates scheduled for the National Convention.

Remember, the 2021 MWR convention, The Rockford Railroad Convention, will be held in Rockford, IL Thursday, May 20th through Sunday, May 23rd, 2021. The RRVD convention committee has the major events set and they continue to plan for the convention. As information becomes available, it will be posted on the MWR website. Click on the Conventions tab at the top of the page. Mark your calendars - and cross your fingers that the virus leaves us alone next May.

In the meantime – back to the layout!  
Steve

# Region News

## AP Report

### Jim Landwher

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:

Eric Peterson	Carmel, IN	Volunteer
Emil Mosny	Rockford, IL	Electrical
Eric Smith	Fishers, IN	Dispatcher
William Clancy Jr.	Verona, WI	Dispatcher
Ted Zieger	Hartford, WI	Golden Spike

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

Thanks,  
Jim

## Frugal Modeler by David Nelson

The ability of foil to capture shapes and details when pressed into an "original" has given it a long history in our hobby; the circa 1950 reefer kits from Laconia had embossed foil sides, and Jack Work's famous coal mine model in *Model Railroader* in 1959 used household foil pressed into a file to make his corrugated metal siding. Dean Freytag made "wreckable" automobiles of household foil, according to a letter in June 1964 *Model Railroader*, and the editor's reply mentioned a "gruesome" airplane crash scene using foil on the McKeesport (PA) club layout. More recently, Canadian modeler "Dr. Wayne" wrote on Kalmbach's internet forums that he makes his own "inverse Murphy" corrugated boxcar ends (a part otherwise not readily available) by pressing foil over a Tichy Youngstown end, then applying it reversed, mounted on .060" styrene sheet, on the ends of a modified Train Miniature boxcar. He did admit to a problem with having household foil split open when it was pushed into the corrugations.

I've long noticed that covered hoppers with hatch covers (fiberglass or metal) bent or askew are



Damaged hatches are common sights at Galesburg Yard's RIP Track



often seen at Repair-In-Place (RIP) tracks, and that entire cases of replacement hatch covers are a common sight at freight car repair facilities. See prototype photos. Model hatch covers don't lend themselves to capturing this bent, irregular look, so I looked for a foil that's pliable but less prone to wrinkling or tearing than household aluminum foil.

I found my answer in Bruce Petty's article in the March 2014 *Model Railroader*, page 64: "Make Junkyard Details from Foil Wine Caps." Petty used wine bottle cap foil to create bent, dented, and crumpled automobile hoods, trunks and doors. Wine cap foil isn't lead but acts like lead and indeed decades ago wine cap foil was lead. These days they use food-safe tin, aluminum, or poly laminate aluminum. You'll also want a genuine wine cork to smooth out the foil (see photo), so not just any bottle of wine will give you what you need. If you're not a wine drinker, ask someone who is to remove the foil caps by cutting straight down the seam giving you the largest usable smooth piece of foil. Ask for the cork too. If they ask what for, tell them it is to model the hatches



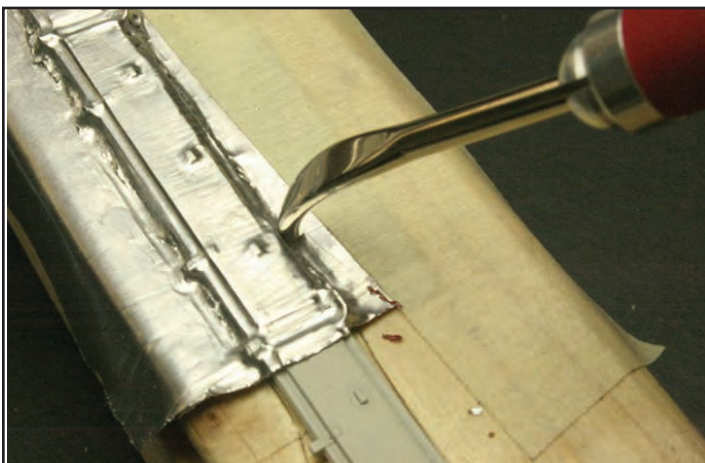
Wine cap foil, smoothed by rubbing with wine cork

of a covered hopper at a RIP track. Surely they'll understand.

I took the one-piece cast plastic hatch cover from an Accurail car and marked where the pins are that hold the hatch cover to the model on a piece of 2x2 pine. I drilled holes matching those pins, placed the hatch cover casting on the wood, and used Duct Tape at one end to hold it securely. You do not want this "original" to move at all during the embossing



Both photos-Burnishing tool on foil for detail



stage. The foil should be long enough to replicate two hatches. Tack or tape one edge of the foil to the wood; the other edge is left free since the embossing process will pull it in towards the original. Use the foil's inner shiny side facing up to make your replica, as patterns or words could bleed through paint. (Should you want to have a trough hatch cover appear to be opened, then you'd want the shiny side to be face down as you emboss it because you'll be seeing the "inside" of the hatch cover. More about that later.)

Burnishing tools like you use to apply dry transfers are useful when working with foil. Bruce Petty uses a bamboo skewer with a softly rounded end. I have had success starting with the wine cork, real cork preferably with some "give" (artificial corks are too stiff) working the foil into the plastic original underneath, starting with the side nearest the tacks or tape and working mostly in one direction down the one-piece hatch cover casting, first the edge, then the center of the piece, with an emphasis on capturing the curved end, then the other side, then going back to any details that look too rounded and soft. See photo. You can press hard into the work to bring out the various small details better. If you have another version of the same model, use it to judge where the indentations ("between hatch covers") are that need to be addressed. This is when a genuine burnishing tool is useful, and I use its harder surface to go over the hatch edges and other sharp edged details.

Once the foil takes on a close likeness of the original underneath it, take a sharp (fresh blade) hobby knife and carefully cut away the foil at the edges of the plastic casting. Doing your best, slow work here will pay dividends in having a usable piece. You can now separate the replica from the rest of the



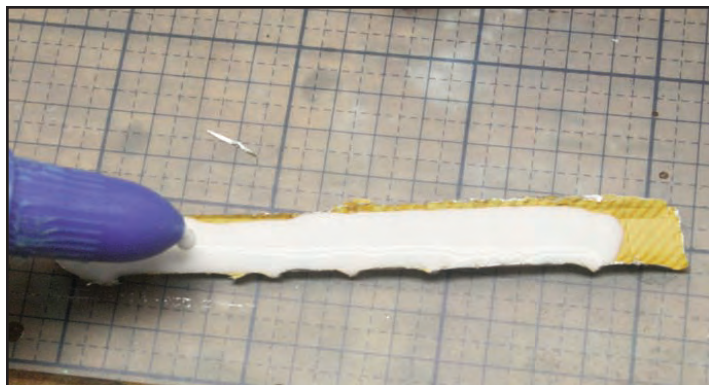
Cutting away the foil

foil. If this cutting and removing softens some details, hold the piece tightly onto the original and run the cork on it a few times to renew the detail. See photos.



Plastic covered hopper hatch with replica casting on wood base

You'll probably see some stray jagged bits of foil along the bottom edge where it was cut. Use a sanding stick or emery board and gently rub in one direction towards the bottom edge. Don't rub back and forth. This can be time consuming and might cause further distortion in the piece. If it does, once again press it onto the original and re-burnish lightly using the cork or a Q-tip. Don't expect to get a usable piece the first time you try this.



- ▲ White glue can strengthen the replica
- ▼ Compare original with foil replica



Wine bottle foil is not flimsy but it is still easily bent. You may want to beef up your hatch cover by putting it upside down so it forms a sort of trough, and pour white glue into the trough. See photo. When it hardens it will make the piece easier to handle, but once you've done this it will no longer be possible to re-burnish it on the original, so make sure your work including the gentle filing is complete first. I've gone both ways on this step involving the white glue.

Cut the hatch cover into its component lengths. Take care not to distort the foil and even if you used white glue to thicken the copy, do your cutting while the hatch cover is placed back on the original casting. You now need to paint the foil hatch covers to match the car. The chances of finding an exact match are slim. I found two rattle can paints that come close to most of my gray covered hoppers: Tamiya AS-16 Light Gray (USAF) and Tamiya Gray Surface Primer. Get both. Spray a sample of each on white styrene, mark which is which and protect them from dirt or scratches in small plastic bags. As color



Modeling the damaged or askew hatches using foil



chips they'll be more reliable indicators than the plastic caps on the cans. Paint both sides of the hatch cover because sometimes the bottom side is slightly visible on badly askew hatches. Weathering unifies things, so I suggest using DullCote as well. The prototype photos convey the "damage" I was trying to replicate in the model photos.

Open hatch covers are seen at RIP tracks, and of course at grain loading facilities. Foil replicas can be used for that, and as mentioned, that means burnishing with the decorated side of the foil facing up. Another complication: even if we route-out an opening on top of the model, as I did, that still isn't what an opened covered hopper really looks like. Matt Snell's article in the July 2018 Model Railroader "Model a Hopper With an Open Hatch," shows how to remove the area under the trough so you can see into the interior if a hatch is open. He also models the underside of a hatch and he does not use foil. I include a final prototype photo of what the inside of an open covered hopper looks like from above. I did not model those supports and ladders because the photo I took was just for this article, but adding all that interior detail and open hatches would make for an eye-opening model.



Prototype photos of crates of replacement hatches at car repair facilities.   
 ▼ Looking inside a car.



## 2021 MWR Board of Directors Election

In 2021 the Midwest Region (MWR) will elect a President, a Vice President, and three (3) Directors-at-Large. All the positions are for a term of two-years, with a two consecutive term (four years) limit. If you are interested in applying for any of these positions on the MWR Board of Directors, or have questions about any of the positions, please contact MWR President Steve Studley. Contact information is supplied below.

The Board meets twice a year, in the spring during the MWR Convention and in the fall at a loca-

tion somewhere in the Region. Meetings are about two hours in length. Being a Board member is a great way to learn more about the operations of the region and to help manage the future of the region. If you are working on Achievement Program (AP) certificates, three years of service on the Board earns the AP Association Official certificate.

Contact:

Steve Studley  
5115 N Echo Bend  
Bloomington, IN, 47404  
studley@indiana.edu  
(812) 876-9726

**2021 Annual Meeting of Members**  
**Rockford, Illinois**  
**Hosted by the RRVD**  
**Time TBD**

### Fall Board of Directors Meeting

**Rockford VFW**  
**2018 Windsor Road**  
**Loves Park, Illinois**  
**Sunday October 4, 2020; 10:00 a.m.**

## Midwest Region National Model Railroad Association Annual Meeting of Members May 31, 2020

Meeting held using Zoom.

Meeting called to order at 10 a.m. CDT by Stephen Studley, Midwest Region President.

Minutes of May 5, 2019 annual meeting presented. They had been approved November 10, 2019 at fall BOD meeting. No changes were made at this meeting.

Reports:

The status of the Regional Conventions was discussed.

- The 2020 convention in Peoria, IL was canceled due to Covid-19 concerns.

The upcoming conventions are:

- 2021 convention in Rockford, hosted by RRVD. It will be held May 20th thru the 23rd.
- 2022 Indy Junction hosted by Midwest, North Central and Mid Central regions. It will be held May 18th thru the 21st.

Treasurer Keith Thomsen gave a brief report. The Region is in good shape financially.

Motion by Mike Roderick, second by Mike Slater to approve the report as presented.

Motion carried unanimously.

Old Business:

None

New Business:

Election results for Director at Large 2020-2022

- Jim Allen, Fox Valley Division (Incumbent)
- Eric Peterson, Central Indiana Division (Incumbent)
- Mike Roderick, Central Indiana Division
- Gary Children, Wisconsin Southeastern Division

Motion by Mike Roderick, second by Mike Slater to adjourn the meeting.

Motion carried unanimously.

Submitted by MWR Secretary Bob McGeever

## National News

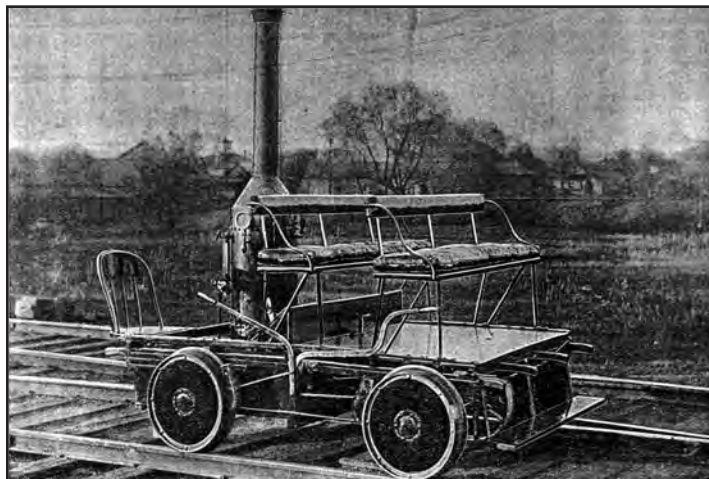
The 2021 convention will be July 4-11 in Santa Clara, CA. It is called Rails by the Bay. The host is the Pacific Coast Region. The convention hotel is the Marriott, Santa Clara. The rate is \$199 per night.

If you have not, check out NMRAX on YouTube. They have hours of available video's on line

### Improved Steam Inspection Car . from Railway Age July 26, 1890.

“Enclosed cut shows the latest improved steam inspection car made by the Kalamazoo Railroad Velocipede and Car company. It is fitted with a 3.5 hp upright boiler and horizontal engine, which is reversible, 30 gallon water tank, 1.5 inch steel axles, 20-inch combination paper and wood steel plated and steel tired wheels, brass bearings throughout, and very effective brakes. Soft coal or hardwood can be used as fuel. The boiler and engine are set below the main platform of the car. The engine being on a direct line with the driving axle, connection being made with a 3 inch belt running from a 7 inch pulley on the engine shaft direct to a 16 inch flanged pulley on the driving axle.

“The frame rests on spiral springs working in pedestals and jaws, relieving all jar and giving as smooth a ride as in a passenger coach. The capacity is six to eight passengers and an engineer. The car is balanced that two men can remove it from the track at a road crossing. The car weighs 1,000 pounds and runs up to 20-25 miles per hour. A grade of 100 feet to the mile can be made with a load of six men at the rate of 17 miles an hour.”





**Conrad Yelvington Distributors**

by David Leider (photos by the author)

I live about a mile from a CSX line to St Petersburg. Service is twice a week, Tuesdays and Thursdays. One of the largest customers is in Largo, Conrad Yelvington Distributors. They receive aggregate in bottom discharge hopper cars, unload it in mammoth piles and sell it locally. There are two switch engines on the property CYXX 2116 (RS1) and inoperable CNYX 238(S2). Of interest is the car shaker shown below to dislodge clumped material. The track layout is compact, but with room for quite a few cars. It would make an interesting switching layout.



▲ CNYX 238(S2)

▼ CYXX 2116 (RS1)



Two views of the car shaker.



Several view of the conveyor and piles of aggregate.



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 1) ALL VISITORS MUST CHECK IN AT OFFICE  
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 3) SPEED LIMIT STRICTLY ENFORCED  
 4) SAFETY SIGNS MUST BE OBSERVED  
 5) BE CAREFUL FALLS ARE CLOSED & LARPS ARE ROLLED UP. SAFE IS CLOSED & LARPS LEADING AREA. NO ONE ENTERING THE  
 6) ALL DRIVERS MUST STOP AT THE  
 TRUCK AT THE  
 7) NO TA  
 8) WE TA

# The Baltimore & Ohio Chicago Terminal History

## The Baltimore & Ohio Chicago Terminal History



David J. Leider

- This book traces the history of the railroads that formed the B&OCT from the LaSalle & Chicago Railroad projected in 1867 to the Chicago & Great Western, which together with the Chicago & Calumet Terminal formed the Chicago Terminal Transfer, which became the B&OCT.

- The Baltimore & Ohio is followed from its entry into Chicago in 1873 to the formation of CSX in 1980.

- The author had access to a wide variety of materials from the Baltimore & Ohio Historical Society, Soo Line Historical & Technical Society, Chicago & North Western Historical Society and much more.

- 325 pages
- Over 280 photos, 46 in color
- 128 maps
- 20 drawings and illustrations
- All time locomotive roster
- Bibliography and Index

Enclose check or Money Order and mail to:  
David Leider  
12171 74th Street  
Largo, FL 33773-3123

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

Name: \_\_\_\_\_ Phone \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ Zip \_\_\_\_\_

Email \_\_\_\_\_