

Waybill

Mid West Region NMRA –
Spring 2021



The *WAYBILL*

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CONTRIBUTIONS

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Editor's Column

Congratulation to the new officers of the MWR. To see who they are, they are listed on page 4.

Also congratulations to Emory Luebke of the Winnebagoland Division for getting his MMR 669. Emory is the archivist for the Soo Line Historical & Technical Society and joins a group of distinguished MMR's up in the far north division.



It is good that things are starting to loosen up as far as the Covid Crisis. I am looking forward to attending a train show down here in Florida at the end of February. There is also a show scheduled for May 15 and 16 in Franklin, Indiana. See pages 7 and 11 for more details.

When this is all over we can all wear T shirts saying that we survived Covid. I am one of the statistics, as I got it in March of last year, although I did not know it until I got an antibody test. I still can not smell.

The Midwest Regional Convention has been rescheduled for September 16-19, 2021.

I heard that the Titledown Train Show in Green Bay Wisconsin will be running April 17-18, 2020.

The folks running Indy Junction, the tri-regional convention are going ahead with their plans for the spring of 2022.

The 2022 NMRA National Convention is scheduled for St Louis, Missouri from Sunday August 7, 2022 to Monday, August 15, 2022. Visit NMRA.org for more details

The cover photo is of Don Cook MMR's layout. See more on page 7. Photo by David Leider

My wife and I purchased a home in Pinellas Park, Florida. (Between St. Petersburg and Clearwater.) It has a nice two car garage that is free of all appliances except a water heater that is wall mounted.

We have 3 months before our lease is up which will give me plenty of time to put up wood framing and sheetrock with lots of insulation to keep it cool in summer. I will build a removable wall behind the garage door that can be taken down if we need to sell. I also intend to get the floor coated and a hurricane-proof garage door installed.

It has been too long since I took down my old layout. It was a long, narrow track plan, so I intend on putting it in the garage diagonally. The section behind it will be used for storage and the front for my workbench, etc.

Look for updates on my progress in future issues.

Below are some photos of the old layout taken by Bill Schaumburg.



Waybill

Mid West Region NMRA – Spring 2021

President's Report

Steve Studley President, MWR

In Indiana, the data tracking COVID-19 are moving in a direction showing things are getting better. Certainly we are not yet out of the woods, but we can see the light through the trees. Penny and I have received our first COVID shots; with the second shots planned for the last week of February. I'm looking forward to more freedom, travels away from home, and work sessions with friends. To help keep the pandemic data moving toward better numbers, remember to: Mask up, continue social distancing, and wash your hands often.

In the meantime, we still must work our way through continued cancellations and postponements of train shows, activities, and meets. Unfortunately, the NMRA National Convention for 2021 has been cancelled. The MWR regional convention has been postponed and is now rescheduled to September, 2021. See more information at the end of this article. As we come out of pandemic hibernation, we will be able to once again visit with our fellow modelers and attend train shows. With the added freedom, we will also be able to perform in-person business with our Local Hobby Store (LHS). Local television news has been featuring dining establishments as they struggle to remain in business during these difficult times. Likewise, our LHS businesses are hoping to get rid of the COVID constraints. This must be especially true of those shops that do not have online access. When the time comes, remember to visit and shop at your LHS.

If you are a modeler who fits the stereotype of one who has enough engines, cars, structure kits, etc. stored in your railroad space, you should have fared well during the months we've been stuck at home. I know I have not had to purchase many supplies to continue with projects on my workbench. I

have also spent a fair amount of time working on spreadsheets and Arduino sketches for a signaling project on the Midwest Central. Another project is for a Central Indiana Division (CID) Favorites contest that will be held in November. While the weather was still favorable, I was able to make site visits and gather photos of the subject I'll be modeling. I still need to take some field measurements of a highway bridge 20-some miles from home. The current weather conditions (snow) will force me to work on other in-home model railroad projects, instead. Recently, while speaking with other region members, it is clear that we have all been able to spend quality (and in some cases – quantity) time working on our railroads. We've all heard the adage about making lemonade when given lemons. I propose a pandemic related adage: When told to stay home – work on the railroad.

There is a new date for the regional convention. The 2021 MWR convention, The Rockford Railroad Convention, has been POSTPONED from the spring to September 16-19, 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.

Since we won't be having a spring convention we will not have a chance to have our typical in-person Saturday Members' Meeting or Sunday morning Board of Directors meeting at the convention hotel. Instead, we will hold another virtual MWR Board meeting to deal with the business of the region. One of the items we will need to vote on will be to move the annual Members' Meeting to the fall convention. We will hope that all goes well and we will be able to hold an in-person Members' Meeting during The Rockford Railroad Convention. Our MWR Board (Zoom) meeting will be held on May 23, at 1:00pm CDT. Note this is a different time from our normal start times. Board members will receive the meeting link via email. If other members would like to join us, please let me know so you, too, receive the link information.

In the meantime – back to the layout!
Steve

Spring Board of Directors Meeting
VIRTUAL via ZOOM
May 23, 2021, 1 p.m. CDT

Region News

Midwest Region Achievement Program Report

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:

Michael Hirvela	Waukegan, IL	Electrical
Michael Hirvela	Waukegan, IL	Scenery
John Coy	Avon, IN	Volunteer
Connie Coy	Avon, IN	Scenery
Connie Coy	Avon, IN	Dispatcher
Phillips Burnside	Avon, IN	Author
J. Walton	Anderson, IN	Electrical
Emory Luebke	Greenville, WI	MMR 669

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 Rockford, Illinois, on September 16 - 19, 2021

The 2021 Convention Committee is optimistically proceeding with the assumption that our Covid-19 crisis will be resolved by September and have rescheduled the convention to Thursday, September 16th through Sunday, September 19th. We are asking everyone in the region to save these dates so they can attend as we are planning a fun-filled and interesting four days.

The convention will be held at the Holiday Inn at State Street and I-90 which was the location of our last convention. The hotel will be totally renovated by the time of the convention so all of the rooms should be totally upgraded for our convention. We will also be having our banquet at the Hoffman House which is located adjacent to the hotel. We have not finalized all of the details but all of the major events have been decided.

- Thursday we will have a hobo lunch at Rochelle

Railroad Park and operation sessions in the evening

- Friday we will be holding six clinics in the morning and nine in the afternoon with our banquet at the Hoffman House in the evening. Our featured speaker will be Simon Cordery who is a history professor and has studied and written extensively on Illinois Railroad history. He has published *The Iron Road in the Prairie State, The story of Illinois Railroading*.

Dr Cordery will have both interesting and amusing stories about the development of railroading in Illinois.

- Hopefully Saturday will be a day at the Illinois Railway Museum. We are still working out details
- Sunday we will have ops sessions and layout tours.

The convention domain name is:

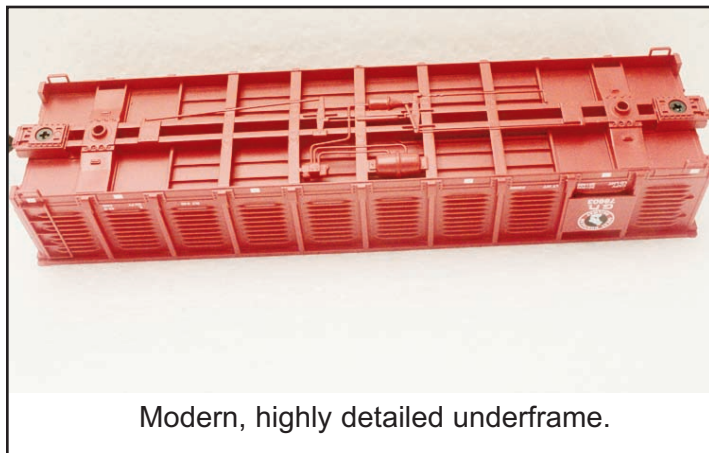
www.rockfordrails2021.com. Please make plans to attend.

Frugal Modeler by David Nelson

Those of us who began model railroading before the 1980s picked up some habits when weathering, decaling, and detailing our freight car models from Athearn, Con-Cor, Model Die Casting and such: cars with minimal under-body detail, and oversize but durable sill steps (so-called stirrup steps). When the trucks were removed from the car for painting or re-wheeling, it was no problem to simply set the car and underframe down on the workbench, held up only by those sturdy sill steps, or by the metal "air hoses" of Kadee No. 5 couplers. Well, those habits had to be changed -- and fast -- when a new era of highly detailed, highly delicate, and highly expensive freight car models came on the scene. The delicate brake piping and rodding, the scale size air hoses, the flimsy little cut levers, and the thin-section sill steps from such manufacturers as Kadee, Proto2000, Red Caboose, Branchline, and many others simply will not survive the same treatment an Athearn Blue Box or Bowser kit can tolerate. Yet these are cars that we still want to weather, detail, and decal, and we still want to remove the trucks for weathering or re-wheeling. And besides, Murphy's Law being what it is, we don't want the car to roll off the workbench.

In articles such as his "Wood Meat Reefer Weathering" in the May 2015 NMRA Magazine, the excellent and meticulous modeler Montford Switzer shows how he uses "shop trucks" - old pairs of freight

car truck side-frames with wheels removed that provide enough height that the car can be set down upright on the workbench without causing harm to under-body detail or sill steps.



Modern, highly detailed underframe.

Because the various makes of freight cars have different bolster and truck mounting methods, I keep various makes of old, perhaps mismatched, shop truck side-frames at the workbench. What I am finding is sometimes truck side-frames alone don't provide quite enough height to protect all the details on today's excellent freight cars, particularly air hoses and some cut levers. Thus I now equip my "shop trucks" with discarded plastic wheelsets where I have sanded a flat edge to all four wheels, sanding an axle's worth at a time so those flat edges match up. This keeps the trucks from rolling anywhere but still provides just a bit of increased height. See photo. (And yes for you old timers, those are the infamous old Athearn "Bettendorf" trucks with the rubber nubs that were molded to look sort of like springs!)



A pair of "Shop Trucks" with flattened wheel sets.

All photos by the author.

MWR ELECTION RESULTS

The ballots of the recent election were counted on February 4, 2020 by Election Committee members Jim Osborn and Bert Lattan.

The results of the voting are:

For President: Bob McGeever	192 votes
For Vice President: Michael Hirvela	192 votes
For Director-at-Large:	
Jim Landwehr	162 votes
John Coy	150 votes
Jerry Peterson	132 votes
Phillips Burnside	112 votes

There were no write-in candidates

The winners of the election are:

For President: Bob McGeever South Central Wisconsin Division
 For Vice President: Michael Hirvela Fox Valley Division
 For Director-at-Large:
 Jim Landwehr, Fox Valley Division
 John Coy, Central Indiana Division
 Jerry Peterson, Michiana Division

Balloting Summary:

Total E-Ballots Received	167
Total Paper Ballots Received	52
Total Ballots Received	219
Valid Ballots	195
Invalid Ballots	4 Out of region or spoiled
Canceled Ballots	20 Members that voted twice

Votes not cast (under voted) 35

Respectively submitted,
 Jim Osborn
 Bert Lattan

Central Indiana Division

The Central Indiana Division (CID) of the Midwest Region is a busy group. We have five "Train Shows" each year open to all Central Indiana model railroaders (Noblesville, Avon, Johnson County, Carmel, Danville). And don't forget we also hosted the national NMRA convention in 2016. Our train shows in Noblesville, Johnson County, and Danville have operating layouts, clinics and dealers selling

trains and more. Our train shows in Avon and Carmel include operating portable layouts to educate the general public about the excitement we hold for our model trains.

We often host layout tours, with times throughout the year. The April 2018 tour was in the Indianapolis / Carmel / Fishers area. The Spring 2019 event was held on April 6, 2019 in the Avon area. Watch the calendar on the front page for future tours, and a link to details.

Finally, we have several Modelers Meets each year and plan to host more in the near future when we are all able to begin getting together in public places again. Please keep checking here for future events, times, and dates.

ONE OR TWO TRACKS?

By John Robert Coy, MWR Director at Large

Recently, August-September 2020, the question was asked often: "Should I have 1 or 2 tracks" (Single or Double Main). This question has been asked on Internet sites with no additional information or details; making it a tough question to answer. Because as written, the question is too vague to answer. If the writer is/was asking about a public display layout, I would say two tracks as the general non-model railroading public is primarily more interested in seeing action (trains moving) than observing a realistic depiction of railroading. If the writer is/was asking about a private home layout I would say one track. Why?

Famed Model Railroader Linn H. Westcott wrote: "A two-track main line is obviously suited to running two or more trains. Put one on each track and just let them go. If this gets boring, as it will for many, then you need something more challenging for the man who is controlling the trains." Mr. Westcott wrote that sometime around 1956. That quote really struck me reading it in the early 1970s and has stuck with me to this day in 2020

For many of us, simply watching trains on separated tracks does get boring pretty quickly. The same is true of people watching. Although the layout owner will sometimes receive the generally given polite; "That's nice" comment. The absolute most critical element of a successful model railroad (not a display layout) is: PARTICIPATION. That requires your serious consideration and thought in the preliminary design phase of your project about how you, and oth-

ers, are going to be actively participating in the operation of your model railroad. I stress that critical point many times in my Model Railroad Custom Designer book.

Participation is routinely overlooked by the novice and/or inexperienced modeler who is primarily concerned about how the track should be arranged. That is a critical error. Prototype railroads were not concerned about their track arrangements first. Their focus was on how to get others to actively participate in their railroad as: investors, passengers or clients. Then they laid their track to enable that participation. This would be a wise method in your design. First focus on how you and others will be actively involved first; then lay track.

The first model railroad design question should always be: "How will I, and others, be actively involved in the railroad once it is operational? Your answer should not be by becoming an idle observer. I digress here. We are always asking ourselves how we can get others involved in this hobby. Multiple studies have demonstrated that the more a person is actively involved in any activity, the more likely that person will continue that activity into the future. If our layouts primarily operate themselves, less we turn on the power to the tracks, what active participation does that offer us or anyone else for that matter? How would that keep you engaged or interested over time?

Yes it's neat and cool to observe multiple trains running, in opposite directions, up and down hills, through tunnels, across towns, etc., but how long will that keep the average person interested? Instead, how about giving a person control over a train, and instruct them in how to start, stop, couple, uncouple and pick-up or drop-off a car at a siding, or stop at a passenger station, or wait in a siding while another train goes by? Those things mirror reality and require participation.

A person doing these things requiring active engagement into the operation of the layout will gain a person's full undivided attention. This may prompt that person to become a model railroader.

I was a "lone wolf" for many years. At one point, I had a huge double-track main line in my basement. I couldn't get anyone to do anything less look at this railroad one time. Then, too many years later, Linn's words began to ring in my head! I developed my model railroad: The Glacier Line. It began with me and during train season there are generally

between 5 to 12 people operating this layout every other Sunday evening.

When operating this single line railroad with passing sidings and spurs, one must maintain control over his or her train less their might be a “cornfield meet” somewhere—PARTICIPATION. Lastly, 5 people joined the NMRA because of participation in this layout!

Food for thought.

Franklin Train Show at the Johnson County Fairgrounds

Michael Roderick Franklin Train Show Manager

This is now planned to be a TWO day show, May 15 and 16, 2021!

Division Members: I am writing to let everyone in the Central Indiana Division of the NMRA know some great news concerning the Franklin Spring Train Show. As you know we had to cancel the Train Show for April 4th, 2020 in Franklin, IN at the Johnson County Fairgrounds. We normally have our Spring Train Show in April but due to scheduling at the Johnson County Fairgrounds. I am letting everyone know that we are going to have the Train Show on May 15-16th 2021 at the Johnson County Fairgrounds in Franklin, IN. We have secured additional floor space for the Train Show. This Show is now going to be a 2-day event with clinics on both Saturday and Sunday. Will have a food vendor that will be providing food for both days. Vendors will be spread out between 3 buildings with the 4th building to be used for clinics and the Divisions Annual General Business meeting.

We have also already secured the dates for the next Train Show at the Johnson County Fairgrounds which will be held on April 15-16th 2023. The reason we will not be having a Train Show in 2022 is we are combining the Division’s Train Show in Franklin with the Indy Jct. 2022’s Train Show. There will be more information coming out next year for this show. I will be sending out more information after the first of the year for the Vendors. We will be following all COVID-19 procedures that are in place. This will be a great show going forward. For more information see page 11. Thank you, Mike

Don Cook MMR 479

The cover photo is of Don Cook’s layout. It is hard to believe that it has already been five years since Don passed away. He was a fantastic modeler, as attested by him getting his MMR. He modeled the Great Northern and was active in their Historical Society.

I will always remember Don at the old North Shore Division meeting, where he was contest chairman. He would bring his lunch, invariably a sandwich, and eat it during the meeting.



After Don’s death his wife held a sale and sold off Don’s models, except what was promised to others. Afterwards his friends helped disassemble the layout and clean up the basement. Many people out there have a keepsake from Don.

I will always remember him for his fantastic photography. He had cover shots on many historical publications and magazines. (No, he did not take the photos of his layout, I did.) Fortunately his photography was not bought by a collector and squirreled away. It was donated to the various historical societies and is now available for all to see.





diverse base for that section that was removed and rerouted.

Why I have chosen to model this Section of the Railroad.

The Murphy Branch has had diverse history and industrial base. From the beginning it has hauled pulpwood, timber, animals, aggregate, copper, uranium, tanned hides, paper products, passengers, and other materials. The Southern Railroad had a lot of small logging railroads that fed the Branch with outgoing lumber and equipment to keep these railroads running. In return the Southern brought in a lot of equipment for these railroads running and the towns equipped with supplies for the growing lumber industry of Western North Carolina.

The Southern Railroads Murphy Branch

Aka: The Murphy Branch

By Michael Roderick

Michael Roderick is currently Trainmaster CID and DAL for the Mid West Region. He is working on his Author Certificate in the AP program. He wrote about this area of the Southern Railroad because it is rich in history and to better understand it, as he is modeling it. he writes:

Jumping through a Rabbit hole my journey for Modeling the Murphy Branch of the Southern Railroad. First off, I am not trying to reinvent the Murphy Branch that has been modeled by various other people. I am trying to show what I remember of the beautiful Murphy Branch of the Southern Railroad. I have lived in Bryson City, NC from the summer of 1983-1988 so I am familiar with the branch when it was operating under the Southern Railroad and the Norfolk Southern era until it was bought by the State of North Carolina and then sold off to the Great Smoky Mountain Railroad Company.

The more that I dig the more history that I find. This is pushing me to set my future layout in the late 1930's through mid-1945-time frame, while the Fontana Dam project was still going on. In retrospect I would like to show that the dam did not affect the section from Bryson City to Almond; but built a

History of the Murphy Branch.

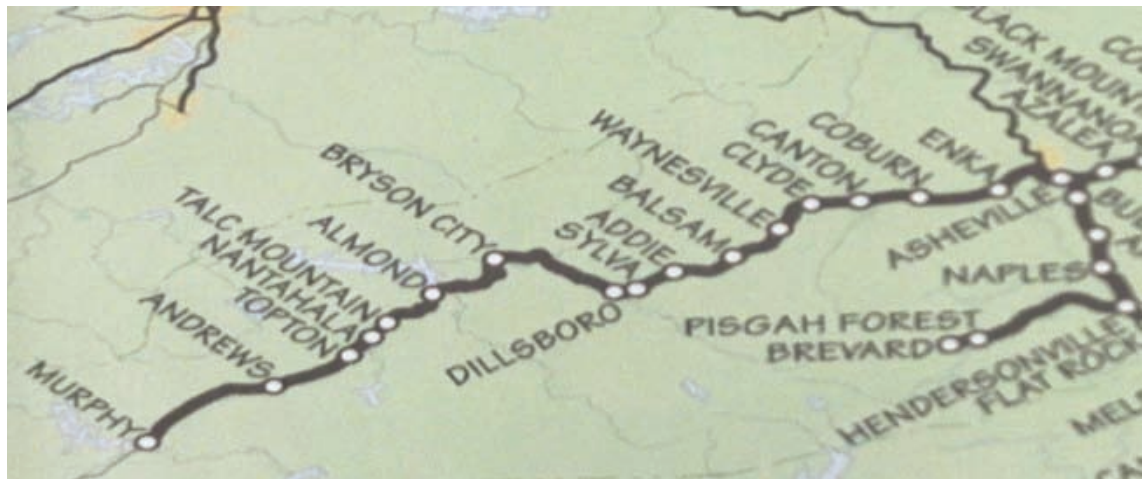
The Murphy Branch of the Southern Railroad came to be through various mergers of a few small railroads in the 1880-1920's. The Western North Carolina Railroad Company (3) constructed 49.6 miles of railroad line between Azalea, North Carolina and Painted Rock, North Carolina, in 1882 and 122.6 miles of railroad line between Asheville, North Carolina and Murphy, North Carolina, in 1882-1890.[8] The construction work was performed by the American Construction Company, a corporation controlled by the Richmond and West Point Terminal Railway and Warehouse Company.[12] Nineteen African-American prisoners on their way to work on the Cowee Tunnel drowned in the Tuckasegee River weighted down by their shackles.[11][6]

Route of the Murphy Branch. 1890-1960

Western North Carolina Railroad (1855-1894)

The Western North Carolina Railroad was chartered February 15th, 1855. Road opened to Old Fort in 1869; to Swannanoa in 1879; to Asheville Junction in 1880; to Paint Rock, State Line, and a connection with the East Tennessee, Virginia & Georgia Railway January 28th, 1882. The Ducktown Branch was opened to Nantahala River October 1st, 1884, and to Jarrett's in 1887. Road extended to Tomotla during 1890. Road completed to Murphy in 1891.

The state's interest in this road was sold to W. J. Best & Associates, under Act of the General Assembly, at special session, year 1880, the State receiving in payment therefor \$600,000, being the amount of disbursements on account of said road, and purchasers to assume a mortgage debt of \$850,000, together with all floating indebtedness of the road, and also entering in contract to complete the road to Paint Rock and Murphy by a certain stipulated time.



The road was subsequently transferred by W. J. Best, assigns and associates, to T. M. Logan, W. P. Clyde and A. S. Buford, representing the Richmond and West Point Terminal Company. The road was subsequently leased to the Richmond & Danville Railroad Company for a term of 99 years. The purpose of this incorporation was to affect a communication between the North Carolina road and the Mississippi Valley. This object has now been accomplished.

In 1852, the North Carolina & Western Railroad was chartered to run from Salisbury, NC to some unspecified point on the NC/TN border. By 1854, some money had been raised but nothing else had been done. So, in 1855, the NC State Legislature declared the charter null and void and proceeded to re-focus its original intent by chartering the Western North Carolina Railroad as its replacement. The Western North Carolina Railroad was fraught with many setbacks, including financial scandals by top management. Originally envisioned to go to Ducktown, TN and to Paint Rock, TN, the line barely made it to the latter - and only because of the subsequent owners.

The mountains of western North Carolina proved to be much more difficult for the technology of the time than had ever been imagined at the onset of the project in 1855. Progress was steady for the first three years of construction in the Piedmont, and then things quickly went south. Or north, depending on your point of view. Westward of Morganton were the mountains - with few decent passes - and the compa-

ny began to have second thoughts as to the originally planned route. Then, the U.S. Civil War arrived, and everything stalled.

In 1866, a new survey was completed and those in charge grudgingly accepted that the originally planned route was better than any they could offer as an alternative, so construction was recommenced. It was concluded that the only viable route was to build many "loops" and to keep the grade to a minimum by using many switchbacks.

In 1869 and 1870, the largest two stockholders were accused of misconduct and a formal investigation was prompted by the NC State Legislature - these two stockholders immediately fled the state. The investigation deemed that \$4 million of state bonds had been endorsed and could not be accounted for. This financial disaster caused construction on the line to be stopped immediately.

Seven years later, the NC Legislature approved reorganization of the railroad, and in 1878 the state provided 500 convicts to keep construction costs down. Additionally, it was decided to complete the line using two crews focused on two separate sections. Crew #1 was to extend the line from Salisbury to Asheville - attacking it from both directions simultaneously, whereas Crew #2 was to extend the line from Asheville northward to Paint Rock and westward to Ducktown.

The inclines caused many headaches, with miles of additional track required to be switch backed just to cover one mile of linear distance. The Swannanoa Tunnel was Crew #1's biggest challenge, and they tackled it from both ends of its eventual 1,832 feet, completing it on March 11, 1879. The celebrations that ensued did not last long. On April 27, 1880, the state sold the railroad at public auction to

William J. Best and Associates with the stipulation that the planned lines be completed - to Paint Rock by July 1, 1881, and to Ducktown by January 1, 1885.

The line to Paint Rock follows the French Broad River and is often called the Knoxville Route. The line winds northwestward through Marshall and Hot Springs and into Tennessee via Newport. This path is one of the easiest known to railroad construction - along a meandering river - and eliminates the need for tunnel construction or steep grades with many switchbacks.

In December of 1881, this line was finished, and Crew #2 was freed up to connect Asheville with Ducktown, TN. By February of 1882, the line reached the small town of Pigeon River, later renamed to Canton. Advance crews were grading the roadbed towards Murphy and construction crews reached the Cowee Tunnel (near present-day Dillsboro) by April of 1883. The tunnel was completed by June, and the construction crews marched on to Charleston (later renamed to Bryson City) in North Carolina.

By December of 1885, construction reached the community of Jarret on the Nantahala River. In April of 1886, construction and railroad management came under the direction of the Richmond & Danville Railroad, and the line was then referred to as the Western North Carolina Division of the Richmond & Danville Railroad. Shortly thereafter, the East Tennessee, Virginia & Georgia Railroad was formed, and the line adopted this new name begrudgingly.

In June of 1886, the new management decided to convert all track from the 5-foot broad gauge to the standard gauge of 4'-8-1/2", again delaying completion of the Murphy line, as well as thoroughly disrupting service along the entire line for the next five years. In April of 1891, the line was within two miles of Murphy and intended to connect to the Marietta & North Georgia Railroad within two weeks, but a virtual monsoon hit the area. Flooding delayed the connection for three months while washed out sections of track near Tomotla, as well as older sections near Asheville, were repaired.

A total of 125 miles of track, winding around river bends, through many tunnels, over grades of over 4%, and scaling mountains 3,500 feet in elevation had taken nine years to construct. When the completion party was over the new management decided that Murphy was far enough - to heck with Ducktown.

William Best became an agent of the Richmond & Danville Railroad and a portion of that company merged with the Western North Carolina Railroad to become the East Tennessee, Virginia & Georgia Railroad. Soon misfortune struck again. As with the rise and fall of all railroads at that point in time, the new company entered bankruptcy on June 15, 1892.



When both the East Tennessee, Virginia & Georgia Railroad and the Richmond & Danville Railroad entered receivership in 1892, the two lines caught the eyes of three men who later became the designated receivers - Fred W. Huidekoper, Samuel Spencer, and Reuben Foster. These three men almost instantly envisioned the soon-to-be-created Southern Railway - a mere two years later it was thusly formed.

To be continued.

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We make it more fun.



Central Indiana Division
of the
National Model Railroad Association
Presents the

Franklin Train Show

Saturday-Sunday May 15th & 16th, 2021

Masks Required - Hand Sanitizer Stations, - Contact Tracing

****CID Annual Meeting****

Johnson County Fairgrounds
250 Fairground St.
Franklin, IN

10 AM to 3 PM

CID Annual Meeting

May 16th at 1:00PM



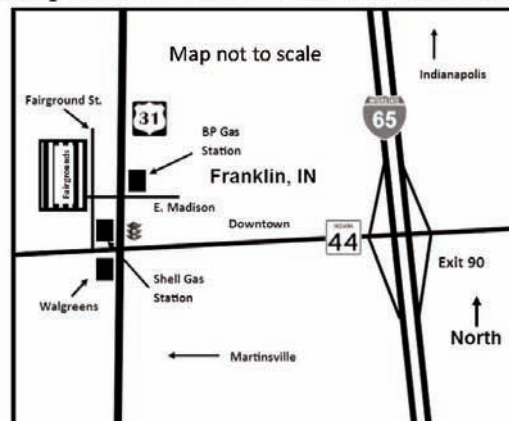
Admission: \$3.00 per Adult or \$5.00 per Family

****NMRA Members Free with current membership card must show card at entrance****

Show Features

- Operating Layouts
- Dealer Tables
- Clinics
- Free Parking
- Displays
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The Baltimore & Ohio Chicago Terminal History

The Baltimore & Ohio Chicago Terminal History



David J. Leider

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