

Waybill

Mid West Region NMRA –
Fall 2021



The WAYBILL

Editor

David J. Leider MMR

9070 64th Way N

Pinellas Park, FL 33782-4663

sooauthor@netzero.net

847-454-6481

Associate Editors

Jim Osborn MMR

Bert Lattan

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 5.0 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. We accept only railroad related ads.

Advertising rates 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
9070 64th Way N
Pinellas Park, FL 33782-4663
sooauthor@netzero.net
847-454-6481

Editor's Column

Fall is here and that is when I would normally be thinking of trainshows, but they seem far and few between. There is a show down here next weekend that I want to attend, my first since February 2020.

Congratulations to associate editor Jim Osborn on getting his MMR.

Speaking with our new region president, Bob McGeever, he assures me that Mad City in Madison is a go next February.

The Soo Line Historical & Technical Society is going ahead with plans to hold their annual convention in Manitowoc, Wisconsin on September 9-11, 2021. More information can be had by going to their website, sooline.org. Yours truly will be there. By the way, the convention is titled Bridges, Boats and Brewing.

There will be a joint Burlington Route/Missouri Pacific convention that will also celebrate Missouri's bicentennial in St Louis October 7-10. It is titled "Meet me in St Louie" and looks like a winner, with a rare mileage train trip over the TRRA and other activities.

St Louis will also be the host city for the 2021 NMRA National convention, Gateway 2020. It will be held August 7 thru August 13, 2020. The convention hotel is the Marriott Grand, 800 Washington Avenue St Louis, MO. Registration is now open.

Don't forget our own Tri-Regional Convention coming May 19-22, 2022. I have already made plans to go and will be giving a clinic on my latest book, The B&OCT History.

Front Cover

I live about a block away from the CSX branch to St. Petersburg. The line mainly carries aggregate to two large customers along the way. I showed photos of the facility in Largo last year. This is the facility in St Petersburg. It is at Carroll's Building Materials company. They supply concrete as well as stone, aggregate, soil, etc. They get 3 or 4 cars every trip.

The local usually runs MWF, sometimes Tuesday and Thursday. I have seen as many as 33 cars. They double headed the engines that trip. I have also seen a boxcar in the train, but am not sure where it went. There are a lot of spurs still intact along the line.

I like the local flavor of the line, with remanufactured 4-wheel geeps. The wide variety of aggregate cars is also interesting. It would make a good branchline to model, as they spend about 2 -3 hours in St. Petersburg switching cars in and out and assembling the train for the return trip.



Another photo of the concrete plant. More on page 10.
All photos by David Leider.

**Fall Board of Directors Meeting
Machine Shed Restaurant
7475 E State St.
Rockford, Illinois
November 14, 2021, 9 a.m. CT**

Waybill

Mid West Region NMRA – Fall 2021

President's Report

Bob McGeever President, MWR

Let me take this moment to introduce myself. I am Bob McGeever, the rookie President of the Midwest Region of the NMRA. Any resemblance to a deer in the headlights is completely coincidental. I live in Stoughton Wisconsin. I am a member of the South Central Wisconsin Division.

As you read this report, you will notice I don't seem to have an agenda or defined action items at this point in my tenure. And you would be correct. I did not run for MWR President because I thought the region needed some sort of "new broom" with a dramatic 100-day agenda. Sure, Covid has been a challenge, but it has not taken out the MWR. Many divisions are doing really interesting things using Zoom in place of face-to-face meetings. Some have been able to return to face-to-face activities. We've even had a few train shows in the last few months. All in all, under the circumstances, we seem to be doing pretty good. So, my first priority is not to screw things up. I want to learn about what is going well in the divisions, what is not going so well in the divisions and what the region could do to help. Or not help, if none is needed. I am in my listen and learn mode right now.

I am developing the impression that increased communications and interactions between the divisions will be needed to cope with the primary challenge all volunteer based groups are dealing with right now: membership.

I am developing the impression that the region might be able to help with the common services each division has to create each time they put on a Regional Convention. Things like registration, ticket sales, printing programs, and processing credit cards. I would like to make it easier for a division to put on a convention. I would like to let the convention committee focus more on the unique content of their conven-

tion and less on the activities common to all conventions.

But I am in my listen and learn mode. So all grand action plans are on hold until the MWR BOD and Division leadership agrees that we should act on an objective as a team.

What do I model?

I model the southern branch of the Wisconsin and Southern in N scale. It runs right through the town I live in. Prototype research is pretty easy for me compared to something like Colorado narrow gauge. I was attracted to WSOR because it is a short line that directly interacts with the customers. Almost every train will spot or pick up cars at a customer site. It is dark territory controlled by track warrants which are issued by radio to the crews. The crews are responsible for the operation of all the mainline turnouts. If you like switching, it is a great choice for a prototype. If you want to run passenger trains or unit trains or high priority freight trains, it is not a good choice. I really like switching. I've described my layout as a set of interconnected switching puzzles.

Ten years ago, when I was selecting my DCC system, I really liked the NCE throttles compared to the other throttles. My operational model is simple. I do not need to use any of the advanced features of DCC. With dark territory and no centralized control of turnouts, all I need to do is drive trains. My strong preference for the NCE throttles drove the decision. If I was making the decision today, I might go with a Wi-Fi throttle system.

I use Atlas Code 55 track. I think it is the best-looking N scale track system available. You don't get into N scale if you have a strong desire to use hand laid track with custom built turnouts. About 80% of the layout is flex track. Despite what I have heard over the internet, I have found the Atlas Code 55 track system to be very reliable.

I use JMRI Operations Pro to generate the switch lists for operations. It is a program with a lot of "character". It is not for the faint of heart. But the price is right. It beats all heck out of writing my own program.

Regional Topics

One of my goals in my first few months as the MWR President is to spend some time with each of the divisions. It could be by Zoom or it could be in person. Zoom visits have been the most common visit so far. I think I have spent some time with about

half the divisions. It has been a great experience. If you copy me on an invite for a divisional Zoom meeting, I will try to drop in. Same goes for face-to-face meetings or special events like train shows. The travel time can be an issue. Wisconsin is not exactly the center of the region.

There is no formal job training program for new region presidents. The closest thing I have found is the annual meeting of the Regional Advisory Committee, ominously known as the RAC. The RAC is the communications channel between the Regions and the National NMRA BOD. This spring I got to sit in on the meeting. All 10 hours of it. I learned a number of interesting things. Like the average age of an NMRA member is 68. Like only about 10% of the NMRA members use the NMRA web site. The most important thing I learned is that no matter what challenge a division is facing, there probably are a lot of other divisions with the same challenge. All of us are pretty much in the same boat these days. This is not necessarily a bad thing. Having 1000 people spread over many divisions working on a solution to a problem raises the odds that a solution will be found. The trick is to share a solution between divisions once one of them finds it. In my old job this was called sharing of best practices.

Not surprisingly, the biggest issue that came up during the RAC sessions was NMRA membership. NMRA membership has been declining for years. The decline in membership accelerated under the Covid restrictions. We were not the only volunteer group facing this challenge prior to Covid. We were not the only volunteer group to see an accelerated loss of membership under Covid. I believe the return to face-to-face meetings is the first step to increasing our membership. More on this topic later.

Fall MWR BOD meeting and the Annual Meeting of the Membership.

We had planned to hold the Fall MWR Board of Directors meeting and the Annual Meeting of the Membership at Trainfest 2021 in Milwaukee on November 14th. But Trainfest 2021 has been canceled. The Rock River Valley Division stepped up and volunteered to host the meetings. The plan is to hold both meetings in Rockford Illinois on November 14th. The BOD meeting will be held from 9 AM to Noon at the Machine Shed Restaurant, 7475 E State St, Rockford.

The Annual Meeting of the Membership will be

held at 1 PM as part of the RRVD regular monthly meeting at the Lutheran Church of the Good Shepherd, 1829 N. Rockton Ave, Rockford. There is still a chance that the Covid situation will mess up our plans to get back to face to face meetings, so stay tuned.

With my new title I got a new email address: mwrprez@mwr-nmra.org. Please use it. I want to hear your ideas, thoughts, or concerns about the current status and future of the Midwest Region.

Region News

Midwest Region Achievement Program Report

by Jim Landwehr- MWR AP Manager

Great news regarding the Achievement Program! We now have a brand new Master Model Railroader in our Midwest Region! It is my pleasure to announce that on April 24, 2021 National awarded Master Model Railroader #677 to James Osborn of Mc Henry, IL. He earned his certificates in Cars, Author, Volunteer, Official, Electrical, Civil, Scenery, Dispatch and Structure. If you know Jim or see him at a meet, be sure to congratulate him on this major achievement in the hobby. From everyone in the Midwest Region, congratulations, Jim on earning Master Model Railroader # 677.

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:

Jim Osborn	Mc Henry, IL	MMR
Jim Osborn	McHenry, IL	Cars
Michael Hirvela	Waukegan, IL	Civil
Gary Loiselle	Rockford, IL	Cars
Phillip Burnside	Avon, IN	Scenery
Phillip Burnside	Avon, IN	Volunteer
Connie Coy	Avon, IN	Electrical
Connie Coy	Avon, IN	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

May 18-22, 2022

Four Full Days
Three Regions
Two Day Train Show
One Convention
and the RPM Conference

facebook.com/IndyJunction2022



www.IndyJunction2022.org

2022 MWR Board of Directors Directors-at-Large Election

In 2022 the Midwest Region (MWR) will elect four (4) Directors-at-Large (DAL). These positions have a term of two-years, with a two consecutive term (four years) limit. If you are interested in applying for a position as a DAL on the MWR Board of Directors, or have questions about the position, please contact MWR Nominations Chair 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 location 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.

If you have some time to spare and a willingness to work with others, consider becoming a nominee for DAL. It's a great way to serve the members of the Midwest Region.

Steve Studley
sastudley@gmail.com

Nominations Committee:
Steve Studley
Paul Mangan

Midwest Region NMRA

INDY JUNCTION 2022 Tri Regional Convention 2022

The RPM Conference has joined with the NCR, MWR, and MCR to bring to model railroaders INDY JUNCTION 2022 from May 18 to 22, 2022.

Some details of what that means for Indy Junction 2022 attendees. The RPM Conference has a 27 year history in the Chicagoland area, and will be bringing the best features of those events to Indy. The group is looking forward to being back in person and celebrating the camaraderie of model railroading by sharing information and modeling techniques.

The heart of RPM Conferences is presentations and there will be a full slate of 30+ presenters planned to run 3 to 4 at a time. This will be in addition to all the NMRA clinics. Attendees can attend all clinics on the same ticket.

All convention participants will have access to all convention activities, with the single exception of the NMRA judged contests, which are open to NMRA members only.

The RPM Conference will have an open model display room; a feature of all RPM events. In addition, the Modutrak display layout and other RPM Conference displays from RPM Chicagoland events will be present.

The NMRA clinics will be primarily in the

morning and most evenings with the afternoon available for layout visits and operating sessions. The RPM clinics will be morning, afternoon, and some evenings. Those attendees who do not wish to travel or operate can attend the afternoon RPM clinics. A Friends of the Freight Car dinner is planned as part of the RPM style activities. Dinner, with a feature presentation, is planned for this event.

The convention hotel is the Indianapolis Marriott East, May 18-22, 2022. One question that has started to come up, "When and where can I sign up for the INDY JUNCTION 2022 Convention". The answer is soon and on the website. The Registration Committee is hard at work getting registration ready for prime time. We promise as soon as it's available, we'll get that word out.

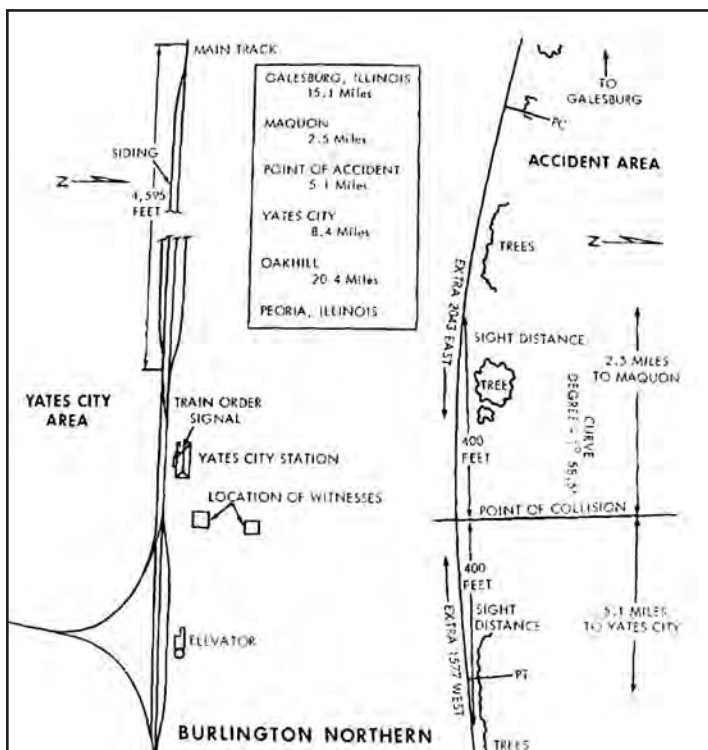
Meanwhile, encourage members of your region, division or group to sign up on the website to receive the latest INDY JUNCTION 2022 information. Scott Kramer
 Chairman, Indy Junction 2022
<http://www.indyjunction2022.org>
<https://www.facebook.com/indyjunction2022>

Frugal Modeler by David Nelson

Prototype information for modeling and railroad research, free from the government -- what could be more Frugal than that? The mother lode of course is found in the enormous ICC project of creating Railroad Valuation Reports in the 1915-1920 time-frame, when even the most mundane of railroad asset was the subject of photographs, drawings, and measurements. And in the Spring 2015 Waybill, my Frugal Modeler column highlighted photos and drawings of 1930s-vintage street signs found in WPA (Work Projects Administration) "Traffic Studies" of selected communities.

Now let's look at a more somber source for prototype modelers and rail historians: ICC (later, National Transportation Safety Board) Railroad Accident Reports. Google searches can find many of them in their entirety; paper copies are seen at rail-roadiana sales. Let's study one example, NTSB-RAR-73-4, reporting on a head-on collision of two Burlington Northern freight trains near Maquon IL (on the single track line from Galesburg IL to Peoria) on May 24, 1972. The resulting fire killed four crewmen and destroyed four locomotives.

The westbound crew heading to Galesburg disregarded a stop signal aspect at Yates City (and thus did not enter the depot to pick up the orders directing them to take siding in Yates City to await the



Map of the accident area
 When each of the trains was about 1 mile from impact. Extra 1577 West was traveling at 47mph and Freight 2040 at 39mph. The maximum speed for freight trains on the 23rd subdivision was 40 mph



Figure 2.
 Track layout and Yates City station.

eastbound heading to Peoria); the BN was long aware that, due to the placement and design of the semaphore train order signal, the sun often shined through the green lens giving a false indication (the signal had already been modified by the BN to eliminate false indications by the time of the Report). Moreover the signal was partly obscured by a utility pole.

The operator set the stop indication but due to hours-of-service laws was directed by the dispatcher to leave his post before the train arrived, so that he could come back later and serve his final hours until the second trick operator would relieve him. The operator actually talked to the train crew on the radio but made no mention of the stop signal he had set or the orders the dispatcher had issued. A BN rule discouraged issuing a restrictive order at the very loca-



Figure 3. Location of witnesses in relation to the Yates City station.

tion where the restriction was to take effect, and required "special precautions" if such a restrictive order was issued, but was silent about what those special precautions were or who was responsible -- dispatcher or operator -- for taking them.

The engineer on the westbound train was intoxicated based on post-mortem tests and perhaps was severely impaired by alcohol. The brakeman's body was so badly burned no blood sample could be tested for alcohol. Both trains were considerably exceeding the posted speed limit at the time of the crash, which happened on a blind curve where the trains could not see each other until they were just 700 feet apart.

The report contains maps of the accident site, which was not easily accessed then or now, as well

as of Yates City, showing placement of various structures and facilities, siding and siding lengths as of 1972. Yates City looks quite different now. There are also three rather low-quality photos of Yates City, again showing structures (such as the nearby home of a witness), the depot as it was then, and incidental views of trackside structures. This is a treasure trove of period information for anyone modeling this once-busy line. The photos are reproduced here as cleanly as I have been able to make them look.

The real meat is in the Report's text. It gives train sizes and consists, heights of signal masts, and in the case of this accident, summarized a history of recent speed recorder data to note the actual train speeds on the Galesburg to Peoria line versus the maximum authorized speeds in employee timetables and restrictive orders and bulletins. Most trains exceeded speed limits, often considerably. (So, which should a prototype modeler follow? The rule book and posted limits, or actual practice?)

The Report quotes extensively from the applicable BN book of rules; railroad rule books are common at train shows that sell railroad collectibles, but here there is substantial analysis in the Report of what the rule texts actually mean as applied to specific situations and under timetable and train order (T&TO) operation. Moreover, the Report also quotes, and comments on, the BN's Manual for Train Dispatchers, something not so commonly seen for



Figure 4. Westbound train-order signal (picture taken from the vicinity of the grain elevator east of the station.)

sale, and on the interaction between the rule book and the dispatcher's manual. Even a modeler who is a professional railroader could benefit from reading such an analysis.

As more and more model layouts attempt to operate using T&TO, a somewhat arcane and often quite technical subject, and have at least some semblance of basic rules for crews to learn to follow, it is fascinating to read an expert analysis of how T&TO should have worked at Yates City, and how and why it failed to protect the crews, given the rules in place and the expectations on operators and dispatchers. It also engages in critical analysis of how the BN chose to word its rules, and was harshly critical of how a BN operator did not use his radio contact with train crews to best advantage.

And yet some layout owners who pride themselves on strictly following T&TO operations would likely also frown on operator use of radio to alert a crew to upcoming signals and orders.

It is also significant that layouts that use T&TO often issue orders under the very circumstances that the BN rules discouraged but permitted: restrictive orders issued at the very station where the restrictions on movement take effect. The BN rule (No. 215) said such an order was not to be issued if it can be avoided, but if it was issued then the order must be worded in a particular way, and there must be special precautions taken to insure safety. But the Report analyzed the history of recent train orders at Yates City and elsewhere on that BN line and found it was actually routine to issue such orders, with no evidence of special precautions of any kind. The Report was critical of the BN's dispatchers for taking this rule so lightly.

The NTSB made specific recommendations to the BN to review its rules and rule interpretations, and adopt a safety analysis of its rules. Perhaps layout owners using T&TO operations should do the same! And if Railroad Accident Reports exist for the railroad you model, and more particularly the stretch of track you model, such a Report is likely to be an eye-opening source of prototype information and education that can enhance realism. And just maybe help avoid your own collisions!

600 Attend Model Railroad Meeting



[TRIBUNE Photo]

Miss Norma Johnson (left) of Blue Island and Mrs. Violet Moorhouse of Lombard viewing exhibit at convention of model railroad fans and builders in Palmer House yesterday.

John Alien of Monterey, Cal., a commercial photographer and expert on how to make model trains look as real as their big counterparts, topped the list of speakers before 600 model railroad fans and builders attending the National Model Railroad association's convention in the Palmer House yesterday.

Delegates visited the miniature railroad show which runs from 9 a. m. to 9 p. m. daily thru Labor day in Tribune Tower. Five hundred model railroaders will take a 100 mile trip on the Indiana Harbor Belt railroad today, going to Gary and La Grange, and returning to Chicago. Others will take a Burlington railroad trip to Aurora and tour the Burlington's passenger and general shops.

I found this while doing some research. It was from the Chicago Tribune on August 28, 1954. Perhaps some of our members recall this event.

**Annual Membership Meeting
Lutheran Church of the Good Shepard
1829 N. Rockton Avenue.
Rockford, Illinois
November 14, 2021, 1 p.m. CT**

Modeling Waupaca, Wisconsin by David Leider MMR

I have made great progress on rebuilding my railroad. There was a pesky water heater that was perched on a platform in a corner where I needed the layout to curve. So I had my friend help me and we set it on the floor, well below the layout.

The next step was to rebuild a bridge that was destroyed when I took the layout apart. Fortunately I was able to save some of the trestle bents and it was fairly easy to reconstruct it.

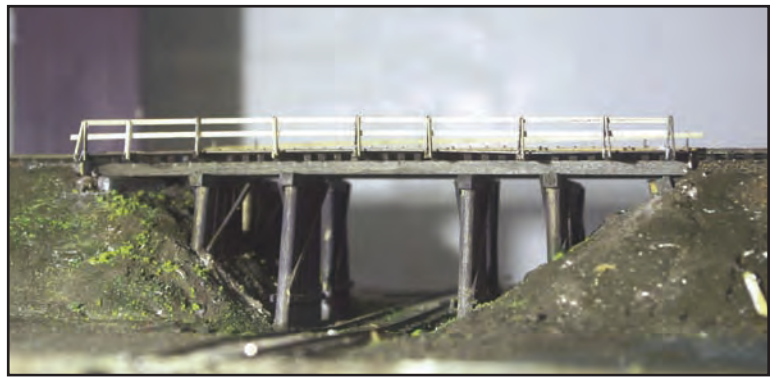
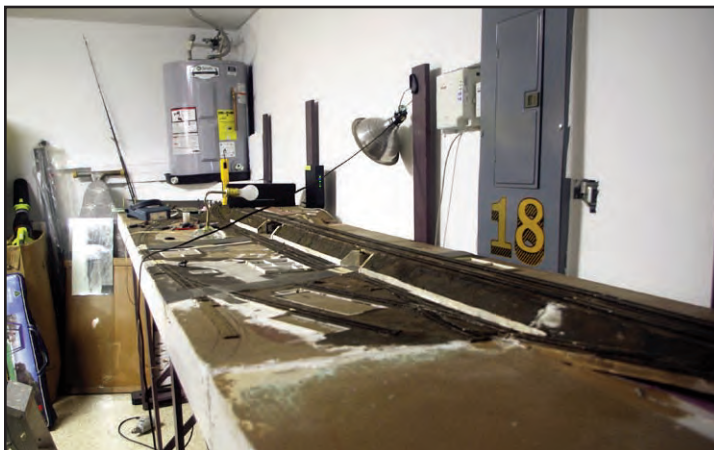
Once all the modules were connected, I moved the entire layout a foot and a half off the wall so I could work behind it. I am now doing scenery on the back side. The legs have lag bolts on the ends so that it slides as well as allow me to make small changes in height. The garage floor is not level as it slopes toward the door.

The modules are supported on 1x4's with 1x2 stringers. It seems flimsy at first glance, but I have climbed on the layout and it supports my weight.



Left:
Former site of the water heater. The pipes will be covered by the backdrop. Another corner module fits in the open space.

Below:
Layout before the water heater was removed. The risers will support a masonite backdrop. The only negative is that I need to cut a hole in the backdrop to get access to the breaker box.



Top:
New bridge over the Green Bay & Western tracks in Waupaca, WI. The Soo Line tracks are above.

Below:
Top of bridge deck. I ran out of stripwood to finish the railings. They also need to be stained.



INDY JUNCTION 2022 Convention
NCR MWR MCR NMRA and RPM
Conference
Indianapolis Marriott East, May 18-22,
2022

Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.

Visit www.nmra.org. Then improve your skills. And your hobby.

We make it even more fun.
www.nmra.org
423-892-2846



CBMX 935941 with graffiti.



CBMX 936101 with no graffiti.



CSX 6280 is a GP40-2.



More photos of the plant and typical cars.



Former NYC 293062.



Top:
Different day and location with two locomotives, 17 and 6280.



CSXT 291203