

Waybill



Mid West Region NMRA –
Winter 2021



The *WAYBILL*

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The *WAYBILL*

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CONTRIBUTIONS

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Editor's Column

Fall is here and that is when I would normally be thinking of trainshows, but they seem far and few between. I did sell at one a number of weeks ago and I am signed up for another in December.

I also attended my first NMRA event in Florida, the Suncoast Region convention, Sunshine Express II. There were 88 registered for the convention and the associated trainshow had 200 attendees. I met several former Midwest region members who now live down here and made some new friends.

Thanks to Jeff Guzowski, SSR president, Jim Robertson, SSR vice-president and Convention Chairperson and his staff for a great convention.

Congratulations to fellow Soo Line Historical & Technical Society board-member Steve Miazga on getting his MMR #692.

St Louis will be the host city for the 2022 NMRA National convention, Gateway 2022. It will be held August 7 thru August 13, 2022. 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 18-22, 2022.

Bob Hanmer of the Fox Valley Division was awarded the Bill Jewett Award. The Jewett Award was created to honor the memory of Bill Hewett who was a long time OpSIG president and Dispatcher's Office editor. The award is given annually to the individual who promotes and contributes the most to the Operation Special Interest Group, Inc. and its stated goals of promoting the art of model railroad operations.

Cover picture is from Union Station in Chicago several years ago.



Progress continues on my model railroad. When I was in Wisconsin for the SLHTS annual convention, I was able to pick up some 4,000K. 4-foot LED lights at Menards. It happened to be 11% rebate time so I saved some money. (closest Menards is in Jacksonville, 5-6 hours away). I also bought a sheet of homosote and had it cut into three pieces so that it would fit in the car.

My backdrop is complete, although it needs work at the horizon and some more clouds painted. I also pushed the layout against the wall and added a small staging yard. I am placing the buildings back where they belong. My next major project is laying the track down to the Fischer-Falgatter mill.



Looking northeast. The back portion of the layout against the wall is done.



▲ Peninsula that leads down to the mill still needs to be built. I drew the track plan on Christmas wrapping paper based on the old layout. I need to draw the plan on the homosote.

◀ Looking northwest. I think the background is too dark, so I will probably try to lighten it. LED fixtures are attached to a board hung from the ceiling.

President's Report

Bob McGeever President, MWR

Report to the MWR members regards the WISE Division.

The following is a rather dry and not very exciting read. But I believe it is very important that all members of the MWR understand the status of the WISE Division.

At my very first Midwest Region BOD meeting as the new MWR President I received a report from the Superintendent of the WISE division that made it clear that the division was in big trouble. He raised the possibility that the division might have to dissolve if conditions did not improve. I began sitting in on WISE BOD meetings. It was clear to me that the trouble the WISE was experiencing was the result of the burden of being the host of Trainfest.

In late October that burden broke the WISE executive committee. The Paymaster, Asst Super and Super announced their intentions to resign their positions. At a special meeting of the BOD, dissolving of the division and merger with the SCWD was brought up. The intentions of the Super, Asst Super and Treasurer to resign were affirmed. On October 27th I received an email from the Chief Clerk with the subject line "Now what?" Now what indeed.

I started reading the WISE and MWR bylaws to see if a situation like this was covered. Strangely, it wasn't, but I did find a couple of possible paths through the crisis.

As of October 27th, no official resignations had occurred. Statements of intentions on Facebook and the like don't count as resignations. Nobody had submitted a letter of resignation to the BOD and the BOD had not acted on any such letters. The WISE BOD still existed and could deal with all this at their Nov 10th BOD meeting. I talked to the Treasurer as the assets of the WISE division needed to be protected. I asked him to postpone his resignation until we could find a way through the rest of the crisis. He agreed to stay on. Now we had a little time to figure out some options.

The first option was to dissolve the WISE. I really wanted to avoid this. The second option was for other members of the WISE BOD to volunteer to become the new Super and Asst Super. This was my preferred option, but it didn't happen. The third option was for the division to become inactive under Article 5

Section 8 of the MWR bylaws. As far as I know, this had never happened before. But it would provide a path to rebuild the WISE division. They would be placing the division in a form of receivership. This was the option the WISE BOD chose.

At their Nov 10th meeting, the WISE BOD was unable to find replacements for the Super and Asst Super. They voted to declare the division inactive under Article 5 Section 8 of the MWR bylaws.

At the Nov 14th meeting of the MWR BOD, a motion was passed with the following clauses:

- 1) The Midwest Region BOD accept the motion of the WISE BOD and declare that the WISE division is inactive under Article 5 Section 8 of the MWR bylaws.
- 2) The MWR BOD accepts the recommendation of the MWR President to create a WISE division Executive Committee and appoint, under the authority of Article 5 Section 8 of the MWR bylaws, Burnell Breaker as Superintendent, Robert Niedermann as Assistant Superintendent, Dennis Janssen as Paymaster, and David Rohr as Chief Clerk. All four have agreed to serve in these interim positions. They are chartered to develop a plan to reactivate the division, or failing that, a proposal to dissolve the division. They are given full control over the WISE division and its assets. They will report to the MWR Executive Committee on a monthly basis the status of the division.
- 3) All portions of the WISE Constitution and Bylaws that conflict with this grant of authority are suspended until such time that MWR BOD approves a reactivation plan for the WISE division.
- 4) The MWR BOD grants the Executive Committee the authority to decide issues and take actions as needed to support the work of the interim WISE Division Executive Committee.

In short, we are attempting to perform a power up reset on the WISE division. Any help the region members can give Burnell, Bob, Dennis and David would be greatly appreciated. The future of the WISE division has been entrusted to them.

Midwest Region Annual Membership Meeting
The Marriott Indianapolis East
7202 E 21st St Indianapolis, IN 46219
May 22, 10:00 a.m. ET

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 October 21, 2021 National awarded Master Model Railroader #692 to Steve Miazga of Waukesha, WI. He earned his certificates in Cars, Author, Volunteer, Electrical, Dispatcher, Scenery, and Structure. If you know Steve 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, Steve on earning Master Model Railroader # 692.

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:

Steve Miazga	Waukesha, W	MMR
Steve Miazga	Waukesha, WI	Cars
Richard Hanke	Manitowoc, WI	Scenery
Jim Tatum	Lewistown, IL	Official
Dan Hinel	Westfield, IN	Official

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

All SOQs need to be in the Regional Office by the 15th of each month in order to be logged. The SOQs will be sent to National by the 20th of the month. They will be processed at that time.

Thanks,
Jim

INDY JUNCTION 2022 Tri Regional Convention 2022 By Scott Kramer

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. The convention hotel is the Indianapolis Marriott East.



May 18-22, 2022

Indy Junction
2022
MWR NCR MCR
RPM Conference

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

\$85 Early Registration
\$25 Family Registration
Includes 70+ Clinics
Layout Tours
Operating Sessions
Free Parking

facebook.com/IndyJunction2022
www.IndyJunction2022.org

Midwest Region 2022 Mail-In Waybill Ballot

(This ballot is for use only by resident members of the Midwest Region)

Click here to vote on-line at the MWR website

<http://www.mwr-nmra.org/> and save a stamp!

Director-At-Large *(Vote for/Check Four)*

- Phillip Burnside, Central Indiana Division**
- Mike Roderick, Central Indiana Division *(Incumbent)***
- Dan Hinel, Central Indiana Division**
- Gary Children, WISE Division *(Incumbent)***
- Dave Mashino, Central Indiana Division**
- Write-In** _____
- Write-In** _____
- Write-In** _____
- Write-In** _____

To validate your ballot, please print your:

Name _____

NMRA No.* _____

Division _____ **or Division Code* 28 /** _____

** From your membership card. You can also go to <http://www.mwr-nmra.org/mwr2016/mwr.divisionmap.html> to look up your Division assignment based on your Zip code.*

“Midwest” is not your Division!!! It is your Region.

If you do not provide the above information, your ballot will not be counted.

*Return to Midwest Region Election Committee,
c/o Jim Osborn, 2202 Bay Oaks Dr. McHenry, IL 60051-3710. Your ballot must be received no later than Sunday, January 31, 2022.*

tape

tape

Fold over last

Midwest Region Election Committee
c/o Jim Osborn
2202 Bay Oaks Dr
McHenry, IL 60051-3710

1st class
postage

**Midwest Region Election Committee
c/o Jim Osborn
2202 Bay Oaks Dr
McHenry, IL 60051-3710**

tape

tape

Fold in first

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 Early Bird discount to attend Indy Junction 2022 ends on December 31, 2021. There are promotional videos on the Indy YouTube channel:

<https://www.youtube.com/channel/UChA7QKIUwSd1JJVCcDpZwjA>

The best way to stay up to date on Indy Junction 2022 is to sign up on the Indy Junction 2022 homepage under How Can I Stay Updated:

<https://www.indyjunction2022.org/>

Scott Kramer Chairman, Indy Junction 2022

<https://www.facebook.com/indyjunction2022>

We hope to see you at INDY JUNCTION 2022 !

Election biographies for 2022 candidates

Yes, once again it is election time. Up for election are five nominees for Director-at-Large. The ballot is on page 5

Director-at-Large

Phillip Burnside, Central Indiana Division



My friends call me the mad scientist because if I see something, I like I design and build a model of it. I have been an avid model railroad since my father and I starting building mod-

els together some 45 years ago. My father and I were active members in the Baltimore Society of Model Engineers throughout the 1980's. I have lived in Avon, IN for sixteen years. I am modeling the present-day steel industry located in Pittsburgh PA. To build many of the unique scenes. I have been using my mechanical engineering knowledge to design and build most of his steel mill on my layout using 3D printing. In addition, I also serve on the Board of Directors for the NMRA Steel Mill Models Special Interest Group. I have received several awards for my 3D printed models include the Dean Freytag award for the most unique industrial building at the 2016 NMRA national convention. This was an animated model of the 1920's blowing engine house for the Edgar Thompson Steel Mill. I also retired from the US Navy August 1st, 2020 after 30 years of service that included a tour on the ground in Iraq.

**Director-at-Large
Gary Children, WISE Division, incumbent**



I have always liked trains since 1947 when I received my first Lionel train set for Christmas. The first club I joined was the Indianhead Lines HO club and then joined the WISE Division in

1965 and became a Life Member. I became very active reaching out to members as the layout tour director for the division and the layout tours for the National Model Railroad Conventions held in Milwaukee in 1985 and 2010 and the Milwaukee tours for the 1997 Madison NMRA convention. I also was the Boy Scout Merit Badge Counselor and a member of the Board of Directors of the WISE division since 1989 through the present. I have continued to volunteer at Milwaukee's Trainfest as a presenter for Operation Lifesaver.

As a Board Member of the WISE Division, I started volunteering at the 1989 Quad Cities Midwest Region Convention Contests and I continue to this day being the Contest Chairman for Models of the region. Along the way, I have served in the following positions for the Region: Director at Large, Vice President and President.

With my experience, I hope to continue to contribute to the Midwest Region of the National Model Railroad Association and to share the exciting world of model trains by encouraging new membership in the hobby.

I request your vote for me as a Director at Large of the Midwest Region.

**Spring Midwest Region BoD meeting
The Marriott Indianapolis East
7202 E 21st St. Indianapolis, IN 46219
May 22, 10:30 am -1:00 pm ET
in conjunction with the region convention**

**Director-at-Large
Dan Hinel, Central Indiana Division**



It has been a great honor to hold the position of CID (Central Indiana Division) Superintendent for the past three and a half years and Train Master two years before that and I am asking for your support as Director at Large of the Mid West Region of the NMRA. With support from CID members and board of directors, the CID has continued programs during these past difficult years plus multiple new programs have been undertaken. My major emphasis has been two fold, improved communications for everyone and giving you more opportunity to be involved in model railroading. Under the communication umbrella, we have CID name badges, outreach programs like Track Talk which holds events in different locations throughout the division and Ambassador programs plus more information via social media. Under the involvement area, I have encourage members to come to the CID Board of Directors meetings and become members of the CID BoD by being Train Masters. I have encouraged members to participate in demonstrations either at our train shows or modeler's meets plus encouraging model railroaders to host or attend various operating sessions. For those of you who do not know me, I have been an active NMRA member for over 29 years living in three different regions and participating in divisional, regional and national events such as three national and several regional conventions featuring my Rail Xpress Railroad, (RxRR 1.0 Grand Rapids, RxRR 2.0 Atlanta, RxRR 3.0 Indianapolis) The scope of which ranges from open houses, layout tours, operating sessions and clinics discussing "Car Orders" a car forwarding system. In summary, I am here to support the MWR in providing you with a fun and enjoyable experience in model railroading.

Director-at-Large
Dave Mashino, Central Indiana Division



Greetings, my name is Dave Mashino. I have been a member of the NMRA since 2016, but I've been interested in the hobby since childhood. I can still remember the smell of our basement as a young boy. It was a

wonderful mixture of an old musty cellar and wood dust. There was my father the incessant tinkerer. There was a workbench, always filled with tools and projects. When dad suggested that we build a model railroad, I was in! I've been in ever since, though my model railroading "career" has had its ups and downs through the years. I am currently building my Wildcat Valley Railway (2nd addition) in the basement.

I am married with three children and eight grandchildren. I completed a tool and die apprenticeship at Delco Electronics in Kokomo and obtained an associate degree in mechanical Engineering Technology from Purdue. After fourteen years at Delco, I left and started a tool design company which after eight years was purchased by Lorentson Manufacturing, a mold builder in Kokomo, IN. I have recently retired as engineering manager/shop manager.

In recent years, I have enjoyed the time spent in NMRA activities. Since retiring, I am looking forward to having more time to give back to the hobby that has given me so much joy over the years. I would appreciate your vote for Director-at-Large.

Director-at-Large
Michael David Roderick, Central Indiana Division, incumbent



I am running for the Director at Large for the Midwest Region. I am fifty-three (53) years old and have enjoyed trains most of my life. My father & grandfather's collected N-scale and HO trains when I was a child and I have some of their trains today. I currently model in HO scale trains. I enjoy working on my layout at home. I enjoy operation session's and once my layout gets done, I will have some at my house.

I was a member of the North Shore Model Railroad club in Boston and was chairman of operations for them. I am the former President of the Naptown Whiteriver Railroad club in Indianapolis and ran operations and train shows for them.

I decided to devote my time to CID as a trainmaster. I enjoy organizing train shows and currently I am the Train Show Chairman for the Franklin Train Show in August 2022. I am the model railroader merit badge counselor for Boy Scouts of America for CID.

I am currently working toward my NMRA-MMR and have completed 2 of the 7 requirements and I almost have 2 more completed for the MMR. If I am elected as one of the Directors at Large I will do whatever I can to help in this position.

Season's Greetings

Frugal Modeler by David Nelson

The 1960s to the 1980s saw a profusion of promotional train set offerings in O-27 and HO featuring colorful product or sports team logos blazoned on the sides of the rolling stock -- all unprototypical, of course Tyco for example teamed with the S.C. Johnson Company to offer a train with a red and silver Baldwin Shark Nose diesel and red caboose lettered for Johnson Wax, and three 50 foot boxcars lettered with the familiar logos for Shout, Glade/Clean'n'Clear, and Future/Pledge. These sets are now collector's items.



Athearn's HO scale "Blue Box" line for years offered a red, white and blue 50 foot boxcar boldly lettered "Johnson Wax" (catalog 5282). Similar Johnson Wax cars were available in O/O-27 from Lionel and MTH, in HO from Mehano and Walthers, and in N scale from Walthers, AHM, Life Like, ConCor, Model Rectifier, and again, Athearn. More recently Athearn again sold such a car in its HO Genesis line. Just maybe you have one of these models, but banished it to the shelves assuming it, too, was mere foobie trainset fodder.

Think again. Perhaps they looked like a fugitive from a Tyco promotional trainset, but there were prototype Johnson Wax 50 foot RBL boxcars, in the striking red, white and blue paint scheme featuring the same stylized "modern"

font for the big Johnson Wax logo that the company used in its advertising and product packaging. The Johnson Wax insulated RBL boxcars were not just real, there were many of them, leased to S.C. Johnson from North American Car Corporation (whose logo also appeared on the cars). Because they were leased on a captive, exclusive basis (built-in load restraint devices were tailored to Johnson's packaging and when empty they had to be returned to S.C. Johnson in Wisconsin), these traveling advertisements for Johnson Wax did not run afoul of the 1930s prohibitions on the beautiful old "billboard" reefers, which were deemed to offer an unlawful rebate or discounted tariff to the advertised shippers.

There was a bit of publicity about these Johnson Wax cars when new, thanks to heavy advertising by Landreth Industries in the rail trade press about the advantages of the pre-molded urethane foam panels used in Johnson Wax and Hamm's Beer RBL cars. This photo is from the November 1965 issue of Modern Railroads, showing JWAX 49000, new 12-63. Note that the logo is Johnson's Wax, slightly different from the Johnson Wax logo seen on later cars and on the Athearn model. And do note the reporting marks; as Model Railroader noted in its November 1965 issue, p. 69, privately owned freight cars like

these need reporting marks ending in "X," so even the "JWAX" reporting marks were a product advertisement (a then-popular automobile wax was called the J/Wax Kit) -- and how often does that happen? Indeed, Jerry Pyfer, in his book "Milwaukee Road: Tales of the Southwestern," notes that he and fellow crewmen came to refer to any car destined for the S.C. Johnson plant at "Waxdale" (where the C&NW's New Line was crossed by a Milwaukee Road branch between Sturtevant and Racine) as "JWAX" cars.

My Athearn Blue Box JWAX car is numbered 49082 which was an actual car in the JWAX series. Here are summaries from my small collection of Official Railway Equipment Registers (ORER). No JWAX cars are in the 4/1962 ORER

The 1/1967 ORER lists:

49000 - 49099
 Total 100 JWAX cars

7/1975 ORER

49000 - 49075 71 cars
 49076 - 49084 9 cars
 49085 - 49099 15 cars
 49100 - 49105 5 cars
 49106 - 49115 10 cars
 49,116 - 49161 46 cars
 total 156 JWAX cars



10/1994 ORER (note, now General Electric Railcar lessor, not North American Car Corp.)

49103
 49104
 49162 - 49169 4 cars
 total 6 JWAX cars

How accurate is the Athearn Blue Box model (the Genesis version, which I have not seen, was described as having "prototype specific details")? Not very, although because I have seen relatively few prototype photos of JWAX cars maybe details differed between series. As usual Athearn used existing tooling to keep costs low -- we cursed the unprototypical errors even as we demanded the same low prices from other manufacturers! Frugality has its costs.

The stock 50' Athearn underframe shares the same Athearn misreading of the blueprints for the basic airbrake detail that afflicts many Blue Box models. The ends are old fashioned 5/5 Dreadnaught (with darts, polling pockets and

high tack boards), versus the 3/4 improved Dreadnaught ends with low tackboards shown in the Landreth ad, which also shows a straight side sill versus Athearn's stepped down side sill. The Athearn model has a diagonal panel roof, and 14 ribs per side. The Landreth photo is too indistinct to show all ribs, but an internet image of the prototype 49103, a later series, shows 12 ribs, Athearn did correctly capture an oddity: the reporting marks are J.W.A.X. with periods after each letter.

That undated photo of 49103 shows that at some point the JWAX cars were repainted a bland yellowish tan, with no Johnson Wax logo or wording, just the JWAX reporting marks. S.C. Johnson probably came to realize that the side of a typically dirty, rusty railcar wasn't great advertising for a cleaning products company.

The Walthers North American exterior post car (discontinued) is likely a more accurate replica. Still the Athearn car is a handsome model that captures the look and feel of the original paint scheme and for many is likely to be a

"close enough" stand-in for these distinctive cars, once you realize there was a prototype.

A JWAX bill of lading in my collection provides some further information about how

ON L. C. L. TRAFFIC TRANSFER STAMPS TO BE SHOWN IN THIS SPACE			Indicate by symbol in Column provided ★ how weights were obtained for L. C. L. Shipments only, R — Railroad Scale, S — Shipper's Tested Weights, E — Estimated — Weigh and Correct, T — Tariff Classification or Minimum.				
NO PKGS	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	COMMODITY CODE NO.	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
		28 423 10 ★					
550 BXS	DEODORANT VNE 50#LB NO LABEL REQ		12090		FLAMMABLE COMPRESSED GAS		
616 BXS	SHAVING CREAM OR SOAP NO LABEL REQ		14540		NON FLAMMABLE COMPRESSED GAS		
80 BXS	SOFTENERS FABRIC OR TEXTILE LIQ.		10416				
02 BXS	50 DRS BUFFING OR POL. COMP.		17788				
02 BXS	BUFFING OR POL. COMP. NO LABEL REQ		3351		FLAMMABLE COMPRESSED GAS		
6 BXS	LIQ. CLEANING COMP.		1361				
0 BXS	DEODORANT VNE 50#LB		120				
0 BXS	BUFFING OR POL. COMP. NO LABEL REQ		96		NON FLAMMABLE COMPRESSED GAS		
0 BXS	1 DOZ PACK SHOE DRESSING		100				
5 BXS	FLOOR MOP PARTS		23				
0 BXS	FLOOR MOPS HANDLES ATTACHED		111				
DESTINATION AGENT'S FREIGHT BILL NO. SLG DANGEROUS PLACARDS APPLIED			59996				
END FREIGHT BILL TO TRAFFIC MANAGER RATES & ROUTES S.C. JOHNSON & SON INC.			AS 60000	162	972 00		

such cars can figure in operations. On 3/13/75 JWAX 49152 was shipped Waxdale WI routed CNW Wood Street Yd. and Erie Lackawanna to Closter NJ. It was noted that since the load included freezable material, the car was pre-heated before loading (due to insulation and plug doors, RBLs could maintain a temperature within a few degrees for many days, provided the car was not opened). A portion of the waybill is reproduced showing the interesting and varied load of well-known Johnson Wax products that were in the car.

National News

From the November/December eBulletin

The national NMRA team has spent the past few months researching opportunities for the NMRA Magazine to be offered to members in a digital format alongside our print edition. We have met with digital publishers who produce model railroad magazines and with their input have produced a small prototype magazine that you can view for yourselves at nmra.org/nmra-digital-magazine. You may want to look at this before you take the survey.

Thanks to volunteer Tom Bensberg, all NMRA eBulletins and NMRA Dispatches are archived on the NMRA website. Here are a few links to items you may have missed.

eBulletin articles

- Standards and Conformance Department looking for programmers July/Aug 2021 issue
- NMRA Museum Exhibit Opens May/June 2021 issue
- Have an event coming up? Let the NMRA calendar(s) know! Jan/Feb 2021 issue
- Thinking about running for an NMRA office? July/Aug 2019 issue
- NMRA Awards and Honors 2021 Sept/Oct 2021 Issue

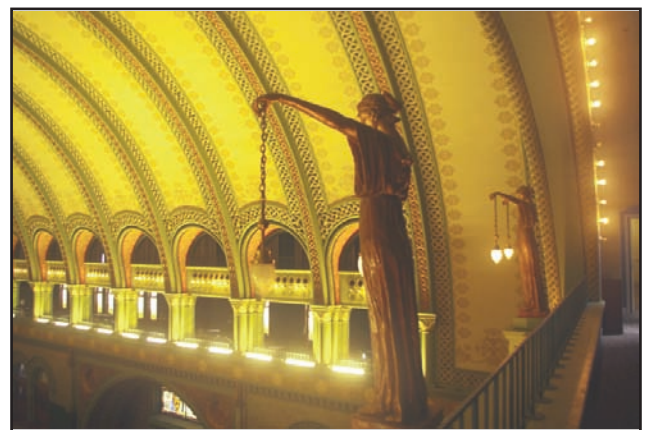
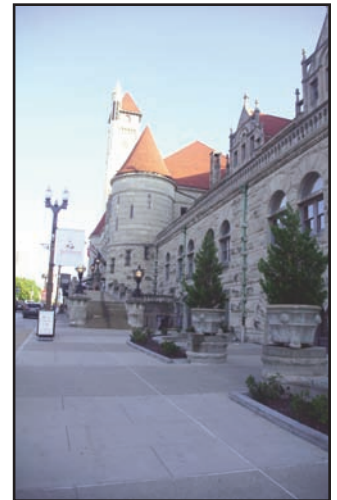
Dispatches

- NMRA Magazine Survey Dispatch 2021 #08
- New National Team Dispatch 2021 #06

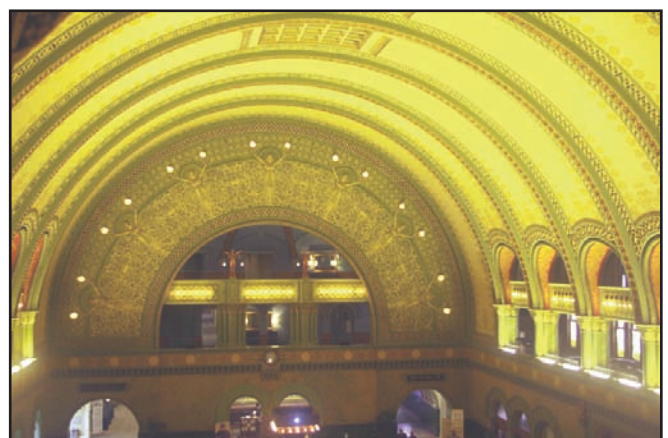
Along those lines, do not forget that there is a lot of NMRA content from the NMRAX team. It is on both the NMRA Facebook page and YouTube channel

St Louis Union Depot By David Leider

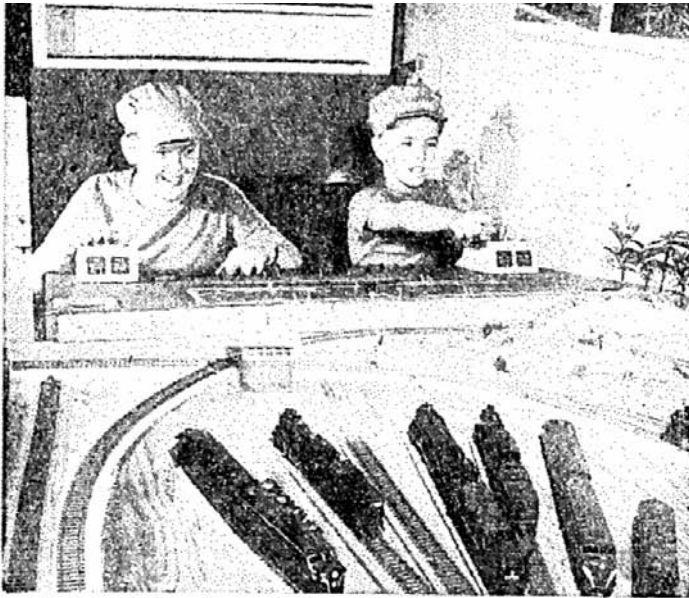
One of the highlights of the combined Burlington/MoPac convention this October was that it was held in the St. Louis Union depot. Several of us took a behind the scenes tour of the depot that included a climb inside the clocktower. Unfortunately my pictures are too dark to print.



Views from the balcony looking down. Three of the four statues are originals. No one is sure which was the reproduction.



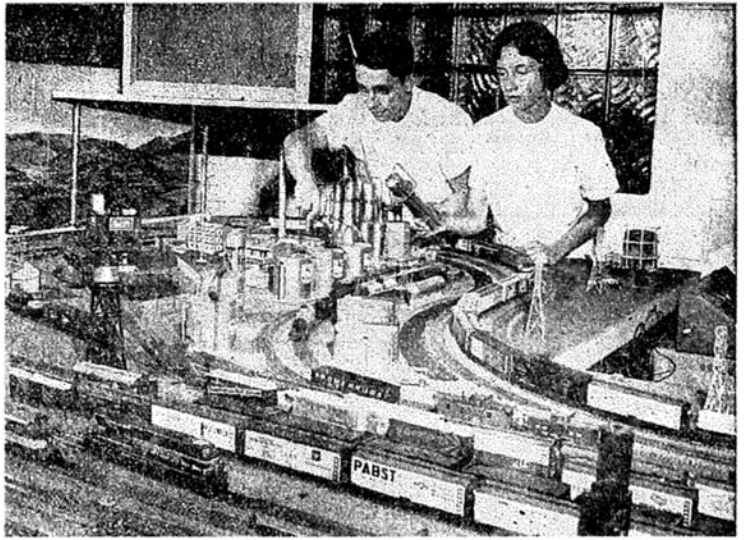
Railroad Hobbyists Relive Steam Days



Getting ready to "make up" a freight train are Robert (left), 12, and Edward Sarber Jr., 8, sons of model railroad enthusiast, Edward Sarber, 1136 Indians av., Hammond. Sarber Invested about \$900 in layout, which includes 60 freight cars, 14 passenger cars, 8 steam locomotives, and 4 diesels. He has been working for five years on the layout, which still is not completed.



Because he has no basement in his home at 1418 Truman st., Hammond, Robert Brann had to set up his \$800 layout in his attic. He made own rolling stock, did all wiring, and calls model railroading "versatile."



About to install new piece of refining equipment in Stanley Koziol's layout at 4218 Calumet av. is Gerald Jamrox, 22, of 4832 Birch av., Hammond. He is assisted by Priscilla Orlovski, 16, of 4235 Calumet av., Hammond. Miss Orlovski, Jamrox and Koziol have worked five years on layout. Koziol estimates he's invested \$1,400 in outfit.

Chicago Tribune article of August 27, 1959 shows several model railroad enthusiasts from the Hammond Indiana area.

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