

Waybill

Mid West Region NMRA
Summer 2023



The *WAYBILL*

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The *WAYBILL*

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SUBSCRIPTIONS

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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
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Editor's Column

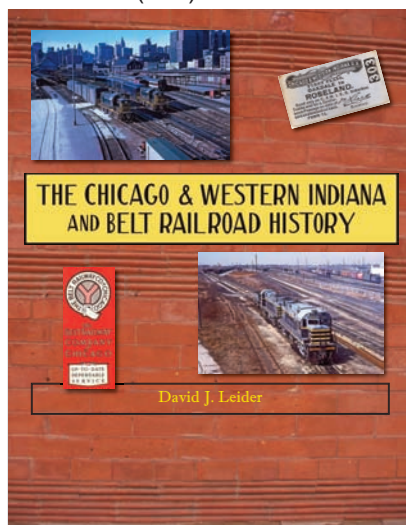
33rd Annual Strawberry Fest Model Train Show --- FREE ADMISSION

The show will be held on Saturday, June 17th 2023, 9 AM to 5 PM; and Sunday, June 18th 2023, 10 AM to 3 PM. at the Waupaca Recreation Center, 401 School Street, Waupaca, WI.

See small to gigantic operating train layouts, children can play with Thomas the Tank Engine and his Chugginton Station Friends or purchase supplies and equipment from hobby shop dealers and vendors.

After a great meal and strawberry short cake at Virgie's Railroad Diner visit the Waupaca's historic Soo Line railroad depot. The depot will be open on Saturday, 8 AM and 7 PM and Sunday, 8 AM and 5 PM. Railroad artifacts, an operating G scale layout and other model railroading displays can be seen. With luck, you might see a CN freight rumbling by during your visit.

.....More information is available at www.wamrltd.com or call Roger Hildebrandt at (715) 258-8218.



In a bit of self promotion, I am happy to announce that my latest book is available. It is 302 pages with 310 photos, 72 in color; 118 maps; 92 drawings and illustrations.

It can be ordered for \$53.75. This includes shipping and handling.
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webpage: cwibook.dhke.com

I received this email from Robert Jarratt Spiers, Jr. , NMRA, MER, and local James River Division member.

I wish to send Kudos to MWR McGeever's President's report that appeared in my Spring 2023 issue of "Waybill" which I received in the mail yesterday.

President Bob McGeever in this article in my opinion, hit the "nail on the head". He gave reference to the beginning hobbyist. I agree with this assessment. Last week I attended a train show here in Richmond. While it was well attended on the days open, very few items were actually sold. Engaging in conversation with exhibitors displaying their used wears, equipment was not "flying off the display tables". I agree with Bob that more attention at this time needs to be focused to the beginning hobbyist.

At my age now, downsizing is the major concern for me. People don't want to buy complicated items. The interest might not be there as it was for me many years ago when I first entered this hobby. Much of my current home train layout will probably be donated with very little profit made, if any.

Attention High School Students:
Railroad Transportation and Engineering program-Great Opportunity for High School Students to Explore Railroading

The second iteration of the Track to the Future program is looking for students interested in rail transportation and engineering to join for a week-long summer program.

The 2022 session was a resounding success with a total of 66 students from 17 states. It was a hybrid program with two days of virtual activities at student's home locations, followed by a travel day and two days of hands-on activities and field trips at one of three universities: Michigan Tech, Penn State Altoona or University of Illinois, Urbana, Champaign.

More information about the program and available sessions is available at Michigan Tech Rail Program Web site.

Cover photo taken by David Leider at the Scale Rails Club of Fort Myers, FL.

Mid West Region NMRA – Summer 2023

President's Report

Bob McGeever President, MWR

As I was reviewing the listing of BOD members, Division leaders and MWR Committee chairs in preparation for the spring meeting of the Midwest Region Board of Directors, I noticed the MWR is set up for a lot of leadership changes in the next few years.

The Executive Committee:

The Executive Committee is the President, Vice President, Secretary, Treasurer and Past President. The Executive Committee is responsible for the governance and administration of the region between the meetings of the BOD. The President also serves as the region's representative on the Regional Advisory Council. The RAC is the communication channel between the regional BODs and the national BOD.

The President and Vice President are term limited. They are both in their second and final term which will end at the Spring 2025 Regional BOD meeting. These are elected positions.

The current Secretary and Treasurer have told me they are planning to resign effective the 2025 Spring BOD meeting. These are appointed positions. I will be replacing the current Past President at the Spring 2025 BOD meeting.

A clean sweep of all five positions!

I don't want to sound cynical, but I am not too worried about the elected positions. We have not had a lot of trouble filling them. I am concerned about the appointed positions of Secretary and Treasurer. Both of them are "skilled" positions that require some ramp up time. It would be good to identify the replacements in time to provide real cross training. I know from personal experience we have not been able to do that for the Secretary position and suspect the last Treasurer transition did not have extensive training time.

Committee Chairs:

The Financial Review Chair is vacant. This committee is our internal audit function. I would like to

see it filled in coordination with the appointment of the new Treasurer. The Treasurer and the Financial Review committee must work as a team. Or, since we have not been using this committee for some time, we may want to eliminate it.

The Clinic Clearing House Chair is vacant. This committee is supposed to be an interchange for clinics that can be made available to the divisions. Now that a clinician can "Zoom in" to a meeting, the pool of potential clinicians is huge. Divisions with a good source of clinics can share the wealth with the rest of the region by supporting this interchange.

The Education Coordinator position is vacant. Recently, this position has been held by the Clinic Clearing House Chair. This position is not listed in our bylaws. The Education Coordinator would develop or coordinate multi-session programs that would be made available to the divisions. Since it is intertwined with the Clinic Clearing House committee, it may be time to assign these duties to that committee.

The Youth Fund Chair is vacant. The MWR has a fund to support youth activities. A division can apply for funds to promote the interest and participation of youth in our hobby. Youth Groups, Rail Schools and "Make & Take" sessions could be supported by this fund. Covid shut down most of this activity. Some divisions are restarting their youth groups and rail schools, so it is time to fill this position.

The Membership Chair will be vacant by June 2025. We have time to train the new chair.

The Convention Chair, the region Photographer, the Photo Contest Chair and Model Contest Chair positions are all vacant. Based on our bylaws, these positions are all intertwined in the Regional Convention process. We need to get our convention process rebuilt. I suspect it will be different from the way we used to do things. For example, most of our divisions do not have the financial ability to pay all the up-front costs associated with a convention so the Region will have to be more involved in the finances. I did not find the Photographer listed in the bylaws. There is a team based in the Michiana Division working on the next convention. Every aspect of what a convention should be and how it will be run is on the table. I will not be looking to fill these positions until we have a working definition of what our convention process will be.

Bob McGeever

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:

Robert Perry	Golden Spike	Avon, IN
Robert Perry	Cars	Avon, IN
Pedro Spicer	Golden Spike	Indianapolis, IN
John Coy	MMR	Avon, IN
Joseph Rodenberg	Volunteer	Indianapolis, IN
Greg Bueltmann	Electrical	Gary, IN

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

Thanks, Jim

The Frugal Modeler

by Dave Nelson

C&NW's "belt line" around Milwaukee was double tracked with automatic block signals (still some semaphores in the early 1980s) Because the block signals were set up solely for current of traffic, when track or signal work would remove one track from service, the railroad would place small "operator's cabins," equipped with archaic Nunn order boards, so that trains in both directions could safely use the single track until they reached the return of double track at facing point crossovers. Train orders or bulletins established the location limits and granted authority to the Nunn order boards. The block semaphores were set so all trains came to a full stop until the operator changed his Nunn order board to "proceed" and gave manual hand or flag indications to proceed, which together over-ruled the semaphore's stop indication. In practical effect, that segment of track was being temporarily returned to something like the old manual block system of operation.

I photographed some operator cabins at Belton Junction in West Allis, WI, circa 1980. They were portable, built of sheet plywood, bolted together, equipped with hinged shutters on one end, and a

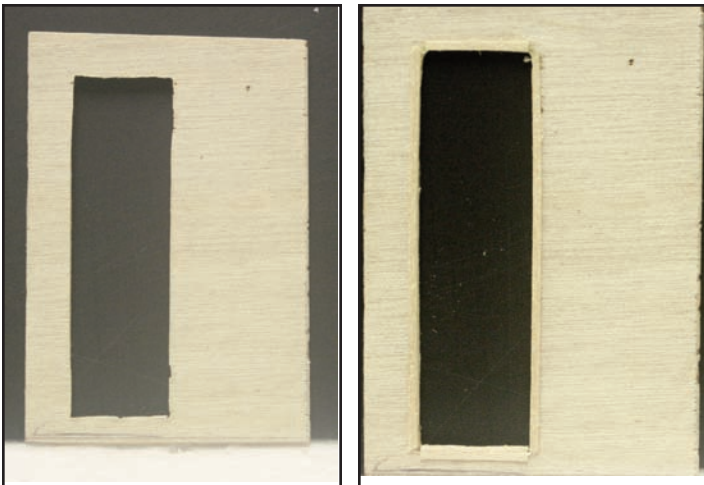


Operator cabin and Nunn order board at Belton.

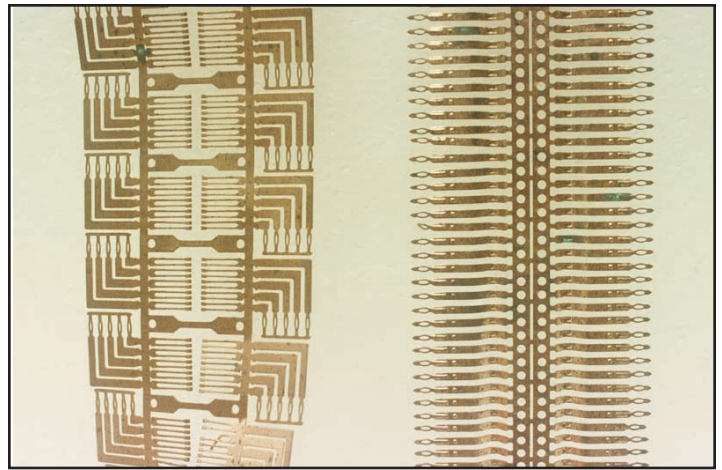
door with its own hinged shutter window on the other end. The two window shutters and the end door were equipped with hasp-and-loop (sometimes called a staple) locks, secured with a typical railroad padlock on a chain. When the cabin was not in active use the Nunn order board and the post holding it were sometimes unbolted and stored in the locked cabin.

I've modeled two cabins: one with the door and windows closed, and the other with them open. This is not a how-to article about constructing these small models; my plan is to submit an article about operator cabins, Nunn order boards, and their uses in operations to a C&NW Historical Society publication. Rather, I'm touching on three construction details where some frugal modeling was called for.

I used thin micro-plywood punchouts and other "leftovers" from laser-cut wood kits, as written up in my Frugal Modeler column in the Summer 2020 Waybill. As I noted, cutting micro-plywood with precision isn't easy, even when using a metal straight edge and fresh knife blades: the hard resins invite knife-wobble, made worse by aging hands, resulting in slightly wavy edges. The outside edges of the walls



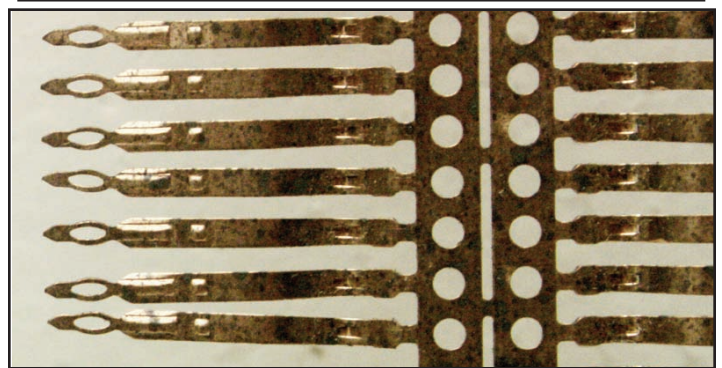
Micro plywood opening framed with 1/32" structural "L" shaped stripwood to line the window and door openings.



Above: Printed circuit copper scrap
Below: Portion used to make a hasp.

are easily trued-up using sandpaper tightly stapled to a block of wood, but getting interior corners square and interior edges straight on window and door openings is more challenging, even when I used precision steel punches for corners. Out of frustration I finally "cheated" by using Northeast Scale Lumber 1/32" angled structural "L" shaped stripwood to line the window and door openings. Some gentle sanding blends this tiny structural shape wood evenly with the wall surface. Voila! A neat, clean, smooth edge. See photos above. And it's frugal: the 1/32" wood is so flimsy and easily broken that reject but still very usable packages are often in the bargain bins at Walther's showroom here in Milwaukee.

A friend was curious how I modeled the hinges and door lock hasps on these small models. While I am not totally delighted with how they turned out, the operator cabins are otherwise so plain that I



wanted to capture what few details stand out in the photos. As experiments go, they seem worth writing up.

The hinges: on thin strips of styrene (made thinner with shaving and sanding) I cemented, lengthwise, small round styrene rod from Plastruct. The really small stuff, the smaller the better: Plastruct 90850 is 0.3mm and looks thinner than a cat's whisker. Plastruct 90849 is 0.4mm; Plastruct 90851 is 0.5mm; Plastruct 90852 is 0.6mm. I try to center the rod on the strip but it's not critical because you'll be narrowing the strip with a sharp knife. Be generous with liquid cement so the two parts meld as one. I ended up with a length of strip-plus-rod from which I could just slice off a "scale" (almost) hinge as needed. If my hand was steadier, I am sure I could make the hinges look more evenly placed where they are glued. The hinges are such a prominent detail on the prototype photos, I felt even mediocre versions would convey the idea. Tip: use tape or a fingertip to control the hinge as you cut, for they have a tendency to fly off into missing-part land.

The lock hasps were a lucky find. I came across a quantity of photo-etched copper, some sort

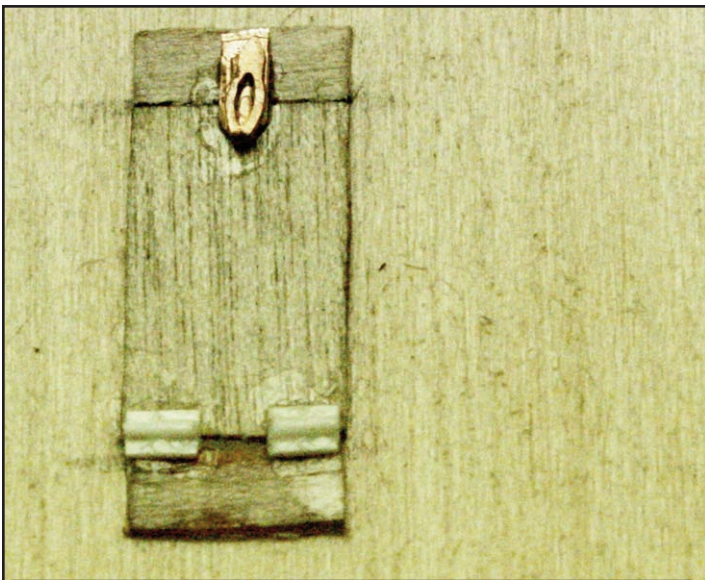


Details of making the hinge from a strip of styrene and a thin styrene rod.



Detail of the opening on the operator's cabin and the door.

of printed circuit. The etching process created very small oblong hoops (for soldering wire?), in two sizes. You can probably see where I snipped the hasps from. For the closed windows and doors, I doubled them over with a bit of the nearby copper to at least simulate the bulk of the railroad padlock (I gave up trying to create a scale model of the lock itself). For the isolated hasp on the open door I used the smallest loop. They are oversize for HO (as are the hinges) but a bit of filing before they are snipped off the overall copper circuitry brings them closer to scale. And as with the hinges, think about ways to secure or trap that little hoop or hasp before snipping



Detail of the author's completed window.

it off the sheet. At least three escaped hasps are somewhere on the workshop floor, probably near the renegade hinges ... and of course, Kadee coupler springs. (All photos by the author.)

Snowbirds and the AP
By David J. Leider MMR®

What does a club do when a portion of their membership is composed of "snowbirds"? Snowbirds are members from up north who go down to Florida to escape the cold weather. They bring knowledge and experience, but are separated from their home base, and are only there for a relatively short time.

The Scale Rails Club of Southwestern Florida, headquartered in Fort Myers, Florida, is continually upgrading their layouts and rather than eating cookies, watching videos and chatting; they are given jobs to do.

Bruce Lauerman of the club got the idea of having them, plus other members of the ALL NMRA club, get their Golden Spike awards. At first he was met with the usual resistance, members did not think they were good enough, did not know how to fill out the paperwork and who to give it to. Plus, the Sunshine Division only has one AP judge for the entire state. Having him travel down to Fort Myers for every participant would be problematic. An agreement was worked out in which two members who had already gotten AP awards were allowed to look over the paperwork, approve it, and send it along to national, bypassing the usual chain of command.



Bruce demonstrating the Layout Board.

The next step was to test the system to see if it would work. Some easy award winners, (those that had met all the qualifications - called group A), where pushed through and easily got their Golden Spikes.

With the knowledge that it could be done, the next step was to interview all the members to see what previous modeling experience could be applied to the Golden Spike application. Members were surprised to learn that models they had super detailed or scratch-built years ago would qualify. If they had home layouts, and had pictures or other proof of completion, this could be used. Many members were surprised that they had completed most of the work, and with a little help could qualify. The interviewee produced photos, testimony, and actual examples of completed work. The interviewer kept written records of the work completed. These constituted group B.

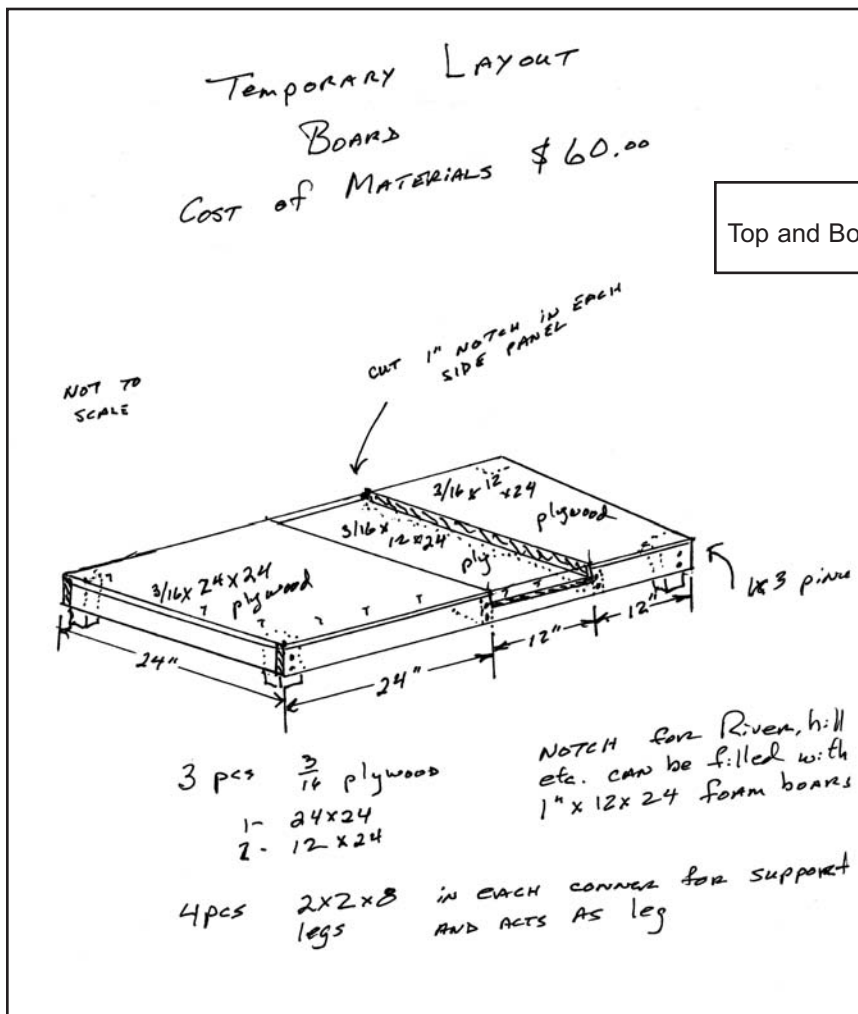
Group C was unique. It was those members who suffered damage from hurricane Ian and lost their homes, or whose lives were disrupted and had more pressing matters to attend to.

Each individual's needs were assessed for award completion. It was found that the main factor holding up progress was the lack of a home layout for section 2 of the Golden spike. Bruce came up with a

simple solution, a temporary layout board that could be used to lay track, do scenery, etc. The club had a lot of cars and structures donated to it that were sold at a nominal cost to members that could be super-detailed to fulfill the requirements. Once completed, the boards were stripped of scenery and reused.



Left: Sketch of the Layout Board
Top and Bottom: Both sides of the completed Layout Board.





Keith Kramer was one of about a dozen who received their GS that day. Here Division Superintendent Don Wetmore is presenting it as Bruce Lauerman looks on.

The program was then compressed into 120 days, to allow the snowbirds to participate. Mentors were assigned to members who asked for more help. So far this year, Scale Rails Club of Fort Myers has earned 25 Golden Spike awards, with more to come. (The membership is over 50.) Bruce emphasized that anyone could do this individually or with club help, you just need to start. He also said that it was a group effort. Once a member got their GS, others became more motivated to get theirs. And since members got their Golden Spike, some are working on other AP awards.

Bruce added that if they can do it, anyone can, and he would be happy to assist. His email is: brucelaurman@gmail.com.

A "Lone Wolf's" Layout Robert Jarratt Spiers, Jr.

I am a "lone wolf" in this train hobby, 80+ years old now. I got interested in HO scale through my father-in-law George L. Rex. He was quite proud back in the 1980s when my layout of the Atlantic Coast Line & the Virginian RRs layout was chosen to be open to MER members attending the "Rails to Richmond" convention. It was a most memorable occasion for me attending this convention with him and showing the train layout to others. My small layout was housed at that time in an outside train barn. Only these two RRs ran through my middle name-sake of Jarratt, VA.



Central Indiana Division
of the
National Model Railroad Association
presents the 2023

FRANKLIN TRAIN SHOW

Saturday, Aug. 5th, 10am to 4pm
Sunday, Aug. 6th, 10am to 3pm

- 4 Buildings filled with vendors and portable layouts
- 1 Building for demonstrations

Admission: \$7.00 per Adult
(Kids under 16 free with parents)
(\$5.00 with proof of NMRA membership with card)

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• Dealer Tables	• Demo's
• Manufacturers	• Door Prizes
• Free Parking	• Food

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Bring what you are working on

Vendor Tables \$22.00 each [8 foot] for both days
Set-up from 7:00am to 10:00am for both days
Table reservation form at: cidnmra.org

For information contact Michael Roderick at (317) 833-3556 or FranklinTrainShow@gmail.com

Check out our website at <http://www.cidnmra.org>

NOTE: The next CID train show is at Danville, IN on November 18, 2023







Back in the 1980s, the associate editor of "Model Railroader" magazine visited me at home and saw the layout. Because my scenery was not completed at the time, this layout could not be showcased for a future article publication in MR. However, that MER experience is now in my memory book.



Entrance to the layout.

Finally, I extend only best wishes to all and to those that plan on entering this great hobby. I have truly enjoyed this passion. For me, my home layout was based on actual true facts running through Jarratt, VA.

**Fall Board of Directors Meeting
Held at the Danville Train Show
Hendricks County Fairgrounds
1900 E Main Street Danville, Indiana
10:00 am, November 18, 2023**



Above: Lake Jonathan.
Below: Overview of Jarratt.



Above: Overview of Stony Creek.



JUNE 24 & 25
 SATURDAY | 9:30am - 5:00pm
 SUNDAY | 11:00am - 4:00pm

CARILLON PARK RAIL FESTIVAL
 - A DAYTON HISTORY EXPERIENCE -

ADMISSION
 \$14 / Adult (18-59)
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The Carillon Park Rail & Steam Society and Carillon Historical Park present the 16th annual Carillon Park Rail Festival. This 2-day event will be Sat. June 24, 9:30am - 5pm and Sun. June 25, 11am - 4pm. at the Carillon Historical Park, 1000 Carillon Blvd, Dayton, Ohio 45409. Featuring model train displays, historical displays, live steam engines, food & merchandise vendors, flea market, and miniature train rides through-out the weekend. \$14 adults, \$12 seniors, \$10 children. For more information, visit <http://www.railfestival.com>.

Inquires contact David Oroszi 937-238-5655

Scale Rails of Southwest Florida By David J. Leider MMR®

The NMRA Sunshine Region Spring Workshop was hosted by Scale Rails of Southwest Florida, located in North Fort Myers, Florida.
<http://www.scalerails.org>.

They have a very realistic and impressive layout that models the D&RGW, SF and SP in both the transition era and the present; called the Santa Fe,



Above: Exact replica of San Clemente depot.
Right: Realistic structures make the scene come alive.



Above: Realistic rock castings make the scene.
Left: Looking at the yard, The layout is lit with thousands of LED's that can be dimmed. They say the change saved them thousands of dollars in electricity.





Routes - San Bernardino West

Passenger	EB Arrival P1	Departure Ladder	Track S6
	EB Arrival P2		Track S5
	EB Arrival P3		Track S4
	EB Arrival P4		Track S3
			Track S2
			Track S1
			Track 1>2 Crossover
Service Lead Freight	Freight Arrival Balloon 1	Special Usage	Freight EB Departure P4
	Freight Arrival Balloon 2		Freight EB Departure B Yard > P4
	Round House		A Yard Lead
	Freight Departure Balloon 1		
	Freight Departure Balloon 2		

Above: One of the control panels on the fascia.
 Left: Panel used for indexing the turntable. Note the realistic backdrop behind the scene.

Colorado & Western. They also have a narrow gauge layout incorporated in the main layout that models Colorado in addition to a large N-scale layout.

The club was formed in January 1983 during a train show being held in Fort Myers, Florida. Their current building was purchased in June 2003 and is affectionately called the depot. It is open to visitors Tuesday, Thursday and Saturday from 10am-2pm. Admission is free, but donations are always welcome.

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