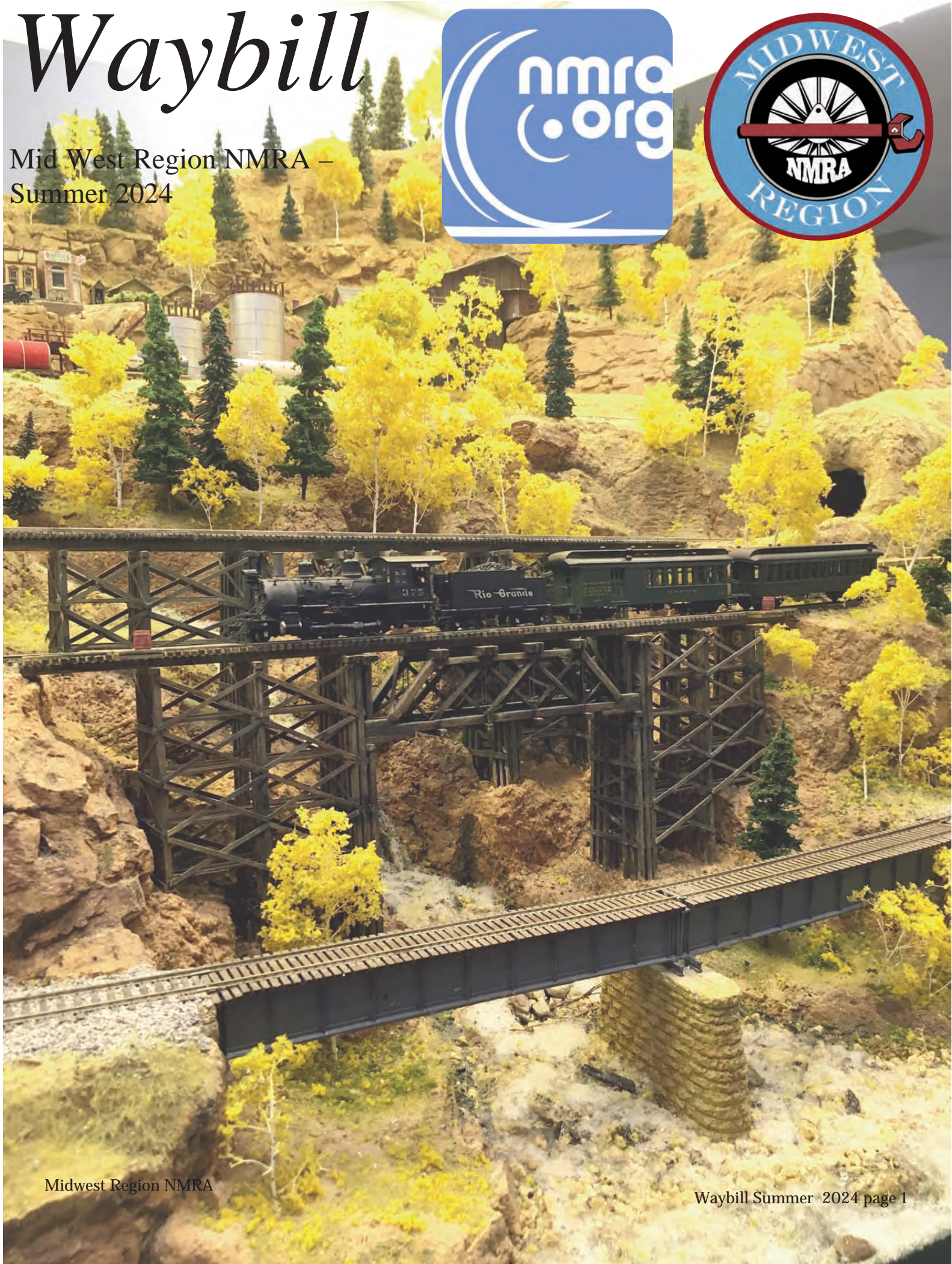


Waybill

Mid West Region NMRA –
Summer 2024



The WAYBILL

Editor

David J. Leider MMR®

9070 64th Way N

Pinellas Park, FL 33782-4663

sooauthor@netzero.net

847-454-6481

Associate Editor

Jim Osborn MMR®

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/mwr2016/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/>.

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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.

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

Editor's Column

A Grouper is a very popular fish here in Florida, with Grouper bites, Grouper tacos and of course Blackened Grouper. But Grouper is also a new benefit for some NMRA members. Grouper works with some Medicare Advantage and Medicare Supplement plans to cover membership dues. To see if your plan is included, go to:

<https://app.hellogrouper.com/NMRA>

Unfortunately my plan is not included, yet, but I am hopeful.

Trainfest is returning to Milwaukee this November 23-24. It will be in a new location, the Baird Center, located at 400 W Wisconsin Avenue. for more on the future of Trainfest, see the presidents column and Gordy Robinson's MMR® column on page 3.

..... Some items taken from the minutes of the recent MWR Board of Directors meeting on May 5:

It was proposed that there be no MWR convention in 2025 and instead be held with Trainfest. There was a discussion that the 2026 MWR Convention be held the second weekend in November 2026 along with Trainfest. It was suggested that this be done with the collaboration of a group of Wisconsin MWR divisions.

The next election, in January 2025, will be for the positions of President, Vice President, and three Directors-at-Large. Candidate biographies will be published in the Winter 2024 Waybill.

Bob McGeever suggested that all future MWR Board meetings be held via Zoom. Sunday is problematic for many, so he suggested we move to the first Saturday in April and the first Saturday in November, beginning at 10 a.m. to 12 noon, Central Time. The Executive Committee will check the by-laws and make any changes needed.

Ron Johnson wanted future model judging to be separate from displays at conventions. He also suggested that the contest be held again.

Bob McGeever stated that the next MWR BOD meeting will be via ZOOM on November 2, 2024 at 10a.m. until noon, Central Time.

Prototype Modelers study the freight car fleet as to percentages of hopper to boxcars and what road name predominated in a particular year. If you model a specific prototype, of course that road name would predominate. But what about other railroads. Some boxcars were so numerous that it was said you had to have at least one or two on any layout to be realistic. I have seen numerous studies of this.

But if you really want to have prototype fidelity, how do you model the automobiles, trucks and busses on your layout? You could just buy some age appropriate models and set them down, but how do you know how many should be Buicks, Chevrolets, Fords, etc. Keith Kramer of the Sunshine Region did an in depth study for a clinic he called "Choosing Realistic Vehicles for your Layout."

He looked at the number of vehicles produced, the type and manufacturer by year. He then looked at how many vehicles built in 1947 could be expected to still be in use in 1954. Combining the data, he determined the top 50 vehicles and who manufactured them in the year he modeled, 1954. The results were surprising, with either Chevrolets or Fords predominating.

The first 15 most popular were:

- 1- 1953 Chevrolet
- 2- 1953 Ford
- 3- 1950 Chevrolet
- 4- 1954 Ford
- 5- 1954 Chevrolet
- 6- 1951 Chevrolet
- 7- 1950 Ford
- 8- 1951 Ford
- 9- 1949 Ford
- 10- 1949 Chevrolet
- 11- 1952 Chevrolet
- 12- 1953 Plymouth
- 13- 1952 Ford
- 14- 1951 Plymouth
- 15- 1948 Chevrolet

The first GM car was no. 18- a 1950 Buick.

The cover photo is of the Scale Rails of Southwest Florida club in North Fort Myers Florida taken this past March. This is a truly magnificent scene. More photos are on page 8.

Mid West Region NMRA – Summer 2024

President's Report

Bob McGeever President, MWR

A few topics to touch on this time round:

MWR BOD Meetings

We have been running a little experiment since in-person meetings resumed post Covid. It seemed like all the MWR Board of Directors meetings I had attended before Covid had been held on a Sunday afternoon some place north of the White Sox ballpark in Chicago. Since the Indy Junction convention, we started moving them around the rest of the region. We also tried holding them on Saturday instead of Sunday. And we tried holding the meetings before and after lunch. I was hoping we would find a sweet spot that would allow more of the BOD members to attend the meetings. I was also hoping we could make it easier to be on the BOD. After all, we are a volunteer organization and anything we can do to encourage volunteers should be looked at.

But the net effect was pretty much nothing. Most of the board members don't make it to the meeting. And I don't blame them. No matter where we go in the region, many of us are faced with driving 3 or 4 hours one way to attend a meeting that only lasts 2 hours. If we held it before lunch, some of us had to stay overnight at a hotel to be ready in the morning. If we held it after lunch, some of us had to stay overnight at a hotel to drive home the next day. Many hours of driving and a couple of hundred bucks spent for a 2-hour meeting. Like the old song says: "there has got to be a better way."

At the spring 2024 BOD meeting we approved a new plan for BOD meetings. I am sure you will all be shocked to hear we are going to Zoom meetings. We are separating the BOD meetings from conventions and train shows. At first, it seemed like a good idea to combine the BOD meetings with some other event that most of the BOD might be attending anyway. But all it really did was make the BOD members who were at the event miss a large chunk of the event to attend the BOD meeting. It didn't really improve participation.

We have picked two dates for future MWR

BOD meetings. The first Saturday of November and the first Saturday of April. Same days every year. Same time every year. Year after year. These weekends seem to be conflict free for the BOD members. I originally proposed that the meeting would start at 2 PM Central Time. Some of the BOD members pointed out that if we held the meetings at 10:00 AM instead, we would all have Saturday afternoon for other stuff. So, we are going with 10:00.

Trainfest

If you read Gordy Robinson's Presidents Car in the April 2025 NMRA Magazine, you might have noticed a small announcement that the National, the WISE division and the MWR are working together to bring back Trainfest. (See his letter on page 3.) In 2025, it will be an NMRA sponsored event as part of the 90th anniversary celebration of the NMRA. Gordy took this to the National BOD and got approval for the project at the winter NMRA BOD meeting. We had to keep things on the quiet side until BOD approved the idea.

I think this is a great idea. There are a lot of details to be worked out. The devil is always in the details. I would like to see the revived Trainfest be a blended show. It should be a train show, a train sale, and a model railroad trade show all under one roof. This is what it was before Covid knocked it offline. It should also be a recruiting event for our hobby. People who attend the show should leave the show as potential new model railroaders. Heck, some of them should leave as new members of the NMRA. A revived Trainfest will be too big for the WISE division to handle all by themselves so it will probably be a team with National, Regional and WISE members organizing the show.

We have reserved the usual venue on the usual November weekend for 2025, 2026, and 2027. The reasons for Trainfest not coming back online post-Covid as an NMRA event would fill many pages. While the show had some financial challenges, it was not the finances that ultimately kept it from coming back. It was a range of operational and management issues that have kept it offline. I expect a team of divisional, regional, and national folks will have the talent needed to run the show.

And I expect Trainfest to be a major part of the 100th anniversary of the NMRA.

The Midwest Region Conventions:

If you were not at the Round the Bend 2024 convention, you missed a good one. I am typing this up prior to the after-action review meeting so I don't have a final report to share. But by simple observation and hallway conversations, it looks like all the changes we made from past conventions worked well. The on-line ticketing system just by itself freed up a bunch of time that could put into building up the content of the event. The participation of the Steel Mill Modelers SIG added some very nice content. Having the region cover the upfront costs of the event allowed one of the smaller divisions in the region to be the host. It is a model we can build on for future conventions.

But not in 2025. We don't want to compete with the National Convention in Novi, Michigan. All the major population centers of the Midwest Region are just a day drive away from this event. We would like to see the MWR members attend it. This convention is an attempt to build on the success of the 2022 Indy Junction Tri-Region Convention. Scott Kremer put on a clinic at Round the Bend going into what the team is trying to accomplish with Station No. VI. If you enjoyed Indy Junction, you would enjoy this one.

We might put on a regional convention in 2026. The National convention will be held in Chattanooga in 2026. The Regional Advisory Committee received a briefing on the planned activities. This looks to be a very nice event. Several excursion trains from the Tennessee Valley Railroad Museum were mentioned. But, given the average age of NMRA membership, it might be pushing the definition of a day drive for the folks who live in the northern areas of the MWR. So, we are thinking about holding a convention in the northern area of the region in 2026.

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	Volunteer	Avon, IN
Thomas Cain	MMR	Indianapolis, IN
Thomas Cain	Cars	Indianapolis, IN
Phillip Burnside	MMR	Avon, IN
Newman Atkinson	Volunteer	Terre Haute, IN
David Mashino	Structures	Kokomo, IN
Ray Meyer	Golden Spike	Port Washington, WI

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

Thanks,
Jim

National News

Our president, Gordy Robinson MMR®, is a real go-getter and a lot of very positive changes are coming to the NMRA. As Bob alluded to in his column this is Gordy's President's column that was posted on the NMRA website. I thought it important enough to reproduce in its entirety:

Since the Winter BoD meeting and Amherst "Springfield" Train Show, it's been a very busy time for the national team and I, so we have lots to cover in this month's column. A fantastic new member benefit, work to return one of your favorite events lost during the COVID Pandemic and further explanation of why the National Train Show in 2024 was moved from its anticipated venue into the convention hotel.

So let's first start with the National Train Show, the members of the national team who plan the show made the board of directors aware of significant additional costs due to union labor costs if the event was to be held at the Long Beach Convention Centre. These costs would be applied to the show set up but also to individual vendors. Faced with the prospect of significant losses of over \$200,000 and additional costs to vendors resulting in the likely cancellation of attendance by a number of manufacturers and vendors the board of directors determined that the event should be relocated from the Long Beach Convention Centre.

The executive committee have worked with the organizers of Surfliner2024 and been unable to find another suitable venue except the convention

hotel itself. The result will be a smaller show but at least we can still have a more intimate national train show. One major benefit of this is the ability to have layouts in the convention hotel outside the ballroom which is hosting many events during the convention. This is a 10,000 sq.ft space that will have layouts which we plan to rotate during the week to allow as many layouts/modules to be on display as possible.

Vendors and Manufacturers will be able to set up in an indoor space or on the pavilion outside both areas located on the third floor of the hotel. The outdoor space being shaded throughout the day by the hotel itself. This will allow for a total space of approximately 35,000sq.ft for the national train show.

It's been my desire since the WISE Division decided it could no longer support Trainfest the country's largest operating train show, to bring this back as an NMRA event. The executive team have held conversations with the leadership of the WISE and Mid-West Region and are actively working to bring back the Trainfest event at the Wisconsin State Fair Park Exposition Centre, in West Allis, WI from 2025 and beyond. This will form a central part of the NMRA 90 th Anniversary celebrations. We are still working though the specifics of the event and what could be done to utilize the entire available space. We will soon be looking to form a national committee of volunteers to help bring Trainfest to life.

Moving on from Train shows and back to member benefits for all. The national team have been working on teaming up with a company called Grouper who fight social isolation and inactivity in the over 65 community by helping eligible persons benefit from support from your medical insurance to fund social activities such as model railroading. If you are over 65 with a Medicare Advantage Plan you may be eligible to have the total cost of your NMRA membership reimbursed by Grouper, even if you are an existing member or life member.

Yes that's right effectively free NMRA membership, all you need to do is apply to check your eligibility and then periodically tell grouper how you are engaging with the hobby. I think this is a fantastic opportunity to grow the NMRA and to help those on fixed incomes with the cost of the hobby. Not least that we all know model railroaders live longer and happier lives within our community.

We'll be announcing how you can check if you are eligible for this fantastic offer about the same time as this issue is published so please keep an eye

open for it.

I mentioned previously that Trainfest would be part of the NMRA's 90 th anniversary celebrations but we are looking for you to suggest other ways we could celebrate. Is your club also 90 next year? Are you planning a local event in your region or division to celebrate this milestone? Would you like to help plan and deliver the NMRA's 90 th anniversary celebrations? If so please contact me before June 1st so that we can present a full plan of events back to the board of directors.

However, before we get to 2025 we still have plenty of time in 2024 to enjoy our hobby so let's not forget that there is no time like right now to register for the Surfliner 2024 national NMRA convention in Long Beach CA. A whole week at the NMRA Model Railroad University with clinics, contests, layout tours, prototype tours, special interest groups and much more. Register today at: <https://surfliner2024.org/>

For the N Scalpers amongst us there is still time to sign up for the huge N Scale modular event in Evanston, Wyoming from July 25-28. Held in the old railroad shops buildings this event will have space for all three N Scale modular standards and a huge 1800' long Free-moN layout. You can find more information at: <https://nscalemeet.info/>

Because of Covid-19 we never held an event to officially open the NMRA museum exhibit at the California State Railroad Museum in Sacramento CA. On July 31 st 2024 the NMRA will hold an event at the museum to celebrate our exhibit and the people who helped make this a reality. We'll have more information about this event as we get closer but certainly it's going to be a busy summer.

There are also a number of regional conventions still to take place, so check out when your home region is holding there's and see if you can add that to your model railroading calendar. I hope to see you at one of the many modelling events throughout 2024.

Train Station watches

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches you went to the train station. Sound a bit funny? Well for about 500 towns across the northern United States, that's where the best watches were found.

Why were the best watches found at the train station? The railroad company was not selling the watches, not at all, the telegraph operator was. Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town. It was usually the shortest distance and the right-of-way had already been secured for the rail line. Most of the station agents were also skilled telegraph operators and that was the primary way that they communicated with the railroad. They would know when trains left the previous station and when they were due at the next station. And it was a telegraph operator who had the watches.

As a matter of fact they sold more of them than almost all the stores combined for a period of about 9 years. This was all arranged by "Richard" who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train one day when a load of watches arrived from the east. It was a huge crate of pocket watches. No one ever came to claim them. So Richard sent a telegram to the manufacturer and asked what they wanted to do with the watches. The manufacturer did not want to pay the freight back, so they wired Richard and asked if he could sell them.

So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, good pocket watch. He sold the entire case in less than a few days and at a handsome profit. That started it all. He ordered more watches from the company and encouraged the telegraph operators to set up a display case in the station offering high quality watches at a cheap price to all the travelers. It worked and it didn't take long for the word to spread. Before long people other than travelers came to the train station to buy watches.

Richard became so busy that he had to hire a professional watch maker to help him with the orders. That was Alvah and the rest is history as they say. The business took off and soon expanded to many other products and dry goods. Richard and Alvah left the train station and moved the company to Chicago— and t's still there. It's a little known fact that for a while in the 1880's, the biggest watch retailer in the country was at the train station. It all started with a telegraph operator—Richard Sears and his partner, Alvan Roebuck
this article was forwarded by Nowell Beer

Bringing Smiles to Many Faces by Dr. Robert Perry

When it comes to bringing smiles to people's faces in model railroading we often think of giving a train set to a child, showing off our home layouts to a few friends, or possibly even demonstrating a portable layout at a train show. Recently, John, Connie Coy and I have had the privilege of bringing a very simple portable layout to the Hooverwood Living Nursing Facility® in Indianapolis and the Park Square Manor Retirement Community® in Avon.

The layout was a very simple 4 x 8' 3-rail O-Scale Christmas layout with just a couple of oval tracks. It was decorated with a dozen or so removable buildings and pre-made trees with bases. This layout can be setup in less than 20 minutes. We run a couple of old Lionel® engines pulling various toy-train Christmas cars as well as a Polar Express Train®. We spend two or three hours there speaking to the residents and staff.

To the accomplished, detail-oriented model railroaders within our hobby, this toy train setup would appear to be a joke. It is just toy trains running in loops with premade Department 56®-style buildings or even Cat's Meow® wooden fronts and no real scenery. But to the residents of these facilities, this is exactly what they remember from their youth. They all saw these setups in the front windows of the local department stores. They all remember having these as a child. They all recount giving toy trains like these to their children...maybe even the model railroaders in the CID got their start from toy trains like these.

To the residents of these facilities, having someone come to visit with them and entertain them in this manner, is uplifting. It brings smiles to the faces of those who may not have a lot to smile about. They are able to talk to us about their memories of trains...real or modeled. Many will either stand or sit for an hour or so just observing the endless looping of the trains, the puffing smoke from the steam locomotives, or just watching with a broad smile on their face.

Granted, this outreach to the community will not likely expand our NMRA membership but the enjoyment we bring to the people is of great humanitarian benefit and is uplifting to our souls. Due to the extremely positive response from this venture, we are now in the process of creating a similar type of toy-train layout specifically for a Halloween train. This will

include multiple intersecting loops of track that create a mesmerizing effect.

I would encourage our members to think outside the box as to how we can bring the hobby to others. The CID's visits to the Avon-Washington Township Library, the Carmel Public Library and soon to the Fort Ben Library and Mooresville libraries have been able to extend our reach into the community in ways we never thought of before. Let me suggest that if anyone has a portable layout, a little spare time and the inclination, please consider giving back to those who got us started in the hobby. Look into bringing a layout to those who otherwise may not be able to get to see one. Bring some smiles to some older faces.

Hoping For History **by John Robert Coy MMR®**

This is a request for help. As some of you are aware, I'm working on a major project that is in harmony with the fact we are steadily moving closer to the NMRA's 90th milestone anniversary which occurs over Labor Day weekend 2025.

My target project was searching and linking the Bios of Master Model Railroaders to their respective names on the online list. That evolved into compiling interesting historical facts beginning in 1935 with the creation of the NMRA. Things such as: the first newsletter, who were the first leaders, what was the purpose, etc. In addition, learning things about where the Headquarters was and the building constructed in Chattanooga, TN.. When did the Achievement Program start? Who's idea was it? Who was the first AP Chair? These are just a few tidbits of firsts and beginnings.

I would be interested in learning from you any firsts or interesting trivia about NMRA history. If there anything you'd like to share with me, please write to: Indycop999@mail.com

I'm looking forward to hearing from you.

Thank you.

Respectfully,

John Coy, MMR® #730

NMRA 90th Anniversary. **Labor Day Weekend 2025** **by John Robert Coy MMR®**

Way back when, over Labor Day Weekend

1935, a group of people gathered in Milwaukee to create the National Model Railroad Association (NMRA). The purpose of the NMRA, as reported in the first newsletter dated November 1935: ESTABLISH STANDARDS, PROMOTE FELLOWSHIP, FACILITATE EXCHANGE OF INFORMATION AND EQUIPMENT, HOLD NATIONAL EXHIBITS, ESTABLISH STANDARDS FOR MERCHANDISE.

Over the course of the next sixteen months, I will continue a major project which just began in April of 2024, by the authority of NMRA President Gordy Robinson MMR®. I am gathering, searching, scanning and linking (with the aid of Speed Muller, who is the Director of the NMRA IT team) the Bios of all Master Model Railroaders to their respective names on the NMRA online listing. 150+ links are "live" currently. In addition, my search for the MMR Bios expanded to the collection of general history, AP history and collecting the many one-panel comics, which I'm sharing on NMRA Facebook sites.

A major thank you goes to Central Indiana Division Member Roger Hensley!!!, who has in his possession, every NMRA Bulletin / Magazine dating from 1980 forward. Roger gave me a huge stack to start my search. These particular ones from the 1980s and 1990s are a treasure, because these are not online anywhere.

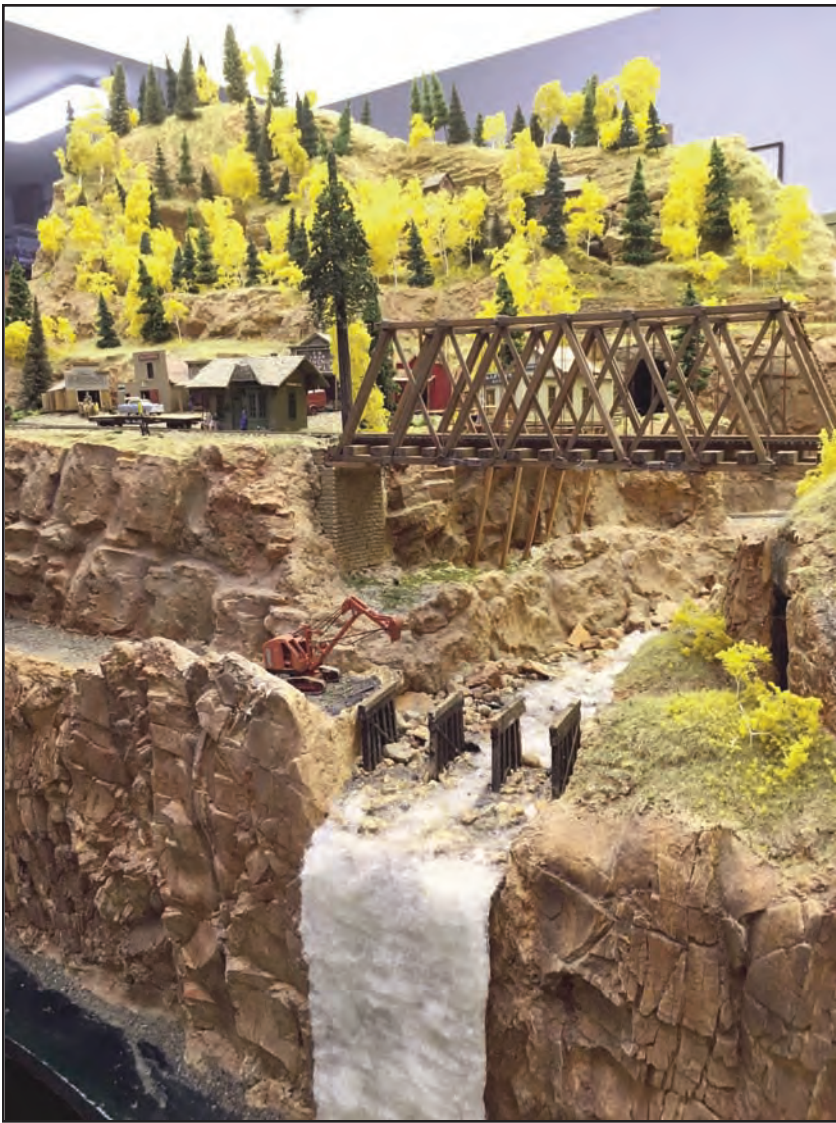
I NEED YOUR HELP!!! I am hoping to collect OLD hard copy Bulletins / Magazines, PRIOR TO 1980, for research purposes. If you would like to donate to the cause of assimilating NMRA history it would be greatly appreciated.

I am the current Assistant Superintendent of the CID. My email is: Indycop999@hotmail.com. I also am a Manager of content on both the MWR and CID Facebook pages. Thank you for your time and attention.

Revisiting the Scale Rails of Southwest Florida **by David J. Leider MMR®**

I had occasion to revisit the Scale Rails of Southwest Florida club in North Fort Myers this past March. They have been active since I was there and added a large new scene disguising the helix.

However, my attention was drawn to the peninsula shown in the two photos. The peninsula was the brainchild of Bob McLaughlin, who wanted



Left shows a beautifully scenicked section of the layout with both standard and narrow guage trackage. This photo was taken on the opposite side of the front cover. Scenery was traditional cardboard strips covered with paper towels dipped in plaster, after which rock molds were applied. There are over 400 trees in this section. Bob explained that a members wife wanted to help, and said she would like to make aspen trees. She took the materials home and made them.

Below is an abandoned barn on another part of the layout. It is typical of the outstanding work done by the club.

more narrow guage trackage. It was built a few years ago and it is very impressive, especially if you have ever seen actual aspen trees in color.



The Modeler's Meet by John Robert Coy, MMR #730



CID treasurer Phillip Burnside MMR (he just received his MMR this month), standing next to a table of scratch built cars that won merit awards. Alan Dunbar looks on.

My fellow NMRA Members, I have had the thought for quite sometime now of writing an article about an event known as a “Modeler's Meet.” This event was already happening prior to my joining the NMRA in August of 2018. In fact, my first event ever as a member of the NMRA was a Modeler's Meet. That experience has kept me in the NMRA.

I am a proud Member of the Central Indiana Division (CID). To say our Division is active would be a gross understatement. The CID conducts multiple events annually including traditional train shows, public portable layout display viewing opportunities, Zoom sessions, Track Talks and Modeler's Meets.

What is a Modeler's Meet? Before I answer that question, please allow me a slight digression. Much has been written and said about Member retention. Many times, no specific recommendations or suggestions are given to attempt to improve the status quo. My thought is that a Modeler's Meet is an excellent means to improve Member retention.

A Modeler's Meet is a “show and tell” of sorts; precisely like the ones many of us had back in our early school days. A Member brings an

item, or two, or more to “share” with those assembled. It can be a current project, an “old” project or just something of interest involving model railroading.

Some of the things brought are items you have never seen, heard of, or knew existed! There are numerous opportunities to learn new things and get ideas for your future projects.

Believe me, you will experience many “Ah-Ha!” moments; meaning that's exactly what I could do for my layout or that would solve my issue.

It is NOT required, but Members attending are encouraged to bring along at least one item to share with the group. The thing that you feel most people wouldn't be interested in is the thing that may garner the most attention.

Where does the CID hold Modeler's Meets? The answer has been the fellowship hall of a church. Our Members have been able to secure these fellowship halls at no cost.

The CID has changed the location of these events often in an effort to make this event closer to various Members as our Division is relatively large in physical area. Members have been able to secure these fellowship halls



Another look at a recent Modeler's Meet. Quite a crowd. Photos by the author.

at no cost.

The CID has changed the location of these events often in an effort to make this event closer to various Members as our Division is relatively large in physical area.

How the Modeler's Meet is set-up: Tables are placed around the perimeter of a room. Other tables are placed in the "center" for participants to sit and chat.

The tables around the perimeter are where the attendees place the items they brought for the show and tell. Then one by one, over the course of the event, each modeler tells the group about their respective item(s).

In addition to the "show and tell" portion of the event, a Member(s) puts on a presentation. The presentation is railroad related. The presentation could be about: the AP, how to build something, what is the correct wire to use, etc.

The presentation should not be more than one hour long. Our presenters allow for the audience to ask questions and share experiences, which makes the presentation much more engaging.

The CID holds Modeler's Meets on Saturdays from 10 A.M. To 3 P.M. The CID has held two each year since 2018, but will hold three in 2024.

The schedule is as follows: Beginning at 10 A.M., each Member introduces themselves. The Member tells their name, where they are from, what scale they model in, and how long they have been in the hobby, and, any other tidbit of interest they may wish to share.

On average, thirty Members attend a Modeler's Meet. That means the introductions may take the first thirty to forty-five minutes. These introductions are a **GOLDEN OPPORTUNITY** to meet, learn about and interact with your fellow Members.

11 A.M. is the start time for the presentation. There may be a few minutes after introductions and before the presentation begins for a Member to start the "show and tell."

The Member hosting the event will be the coordinator. She/he will have to act as the clock watcher in order to keep everything on track.

12 P.M. To 1 P.M. is lunch. Members may bring something or they may opt to leave for a short while to have lunch. I highly recommend bringing a lunch to give you more time to sit, eat and interact with other Members. How many opportunities do you have to do this?

1 P.M. is the start time for the remainder of the "show and tell," that will likely go on until 3 P.M. which is the conclusion of the event.

GETTING YOUR MONEY'S WORTH.

The question has often been asked about the value of a NMRA Membership. A Modeler's Meet(s) is without a doubt one of the greatest benefits and opportunities a Member has to get their money's worth!

You, or any other Member, cannot get value for your membership if you don't attend NMRA events. I have heard complaints from some who said it wasn't worth being a Member. I asked them: "How many of the events did you attend and participate in?" I'll bet you know the answer without me telling you.

How many times have you ever been in a room filled with a group of model railroad enthusiasts who have as much passion for the hobby as you do? And, there you have the ideal opportunity to interact with them and learn all kinds of amazing things!

Many of us attend train shows. ANYONE can attend a train show. You have no idea of who is who and everyone is so busy searching through the inventory there is limited opportunity for any meaningful interaction.

Everyone is just basically passing through looking for knicks and knacks for their layout. What are you going to learn? Who will you connect or form a bond with?

A Modeler's Meet is completely different. It is not just a big flea market of trains. It is a grand chance for you to get to know your fellow Members and expand your knowledge in the hobby.

I had been the "lone wolf" in the basement far too many years. Share your passion with others! The CID is continuously attempting to reach out and engage others to join us. Anyone will get much more fun and satisfaction in the hobby from being actively involved with their fellow model railroaders versus just being a lone wolf.

The Modeler's Meet may be used as a recruiting tool for the NMRA as well. Please understand that while it is permissible to invite a guest(s) to the Modeler's Meet, after the first visit, if the guest wishes to attend the next Modeler's Meet, there is an expectation that she or he join the NMRA.

The Modeler's Meet is a benefit, and a big one, of Membership. Those who do not attend are missing out on this value benefit.

The purpose of this article today is to inform other Divisions and Regions of what a Modeler's Meet is and how we in the CID conduct the Modeler's Meet.

My hope is that this may inspire others to "create" their own Modeler's Meet(s) as a means of recruitment and retention, and getting more enjoyment from the hobby! Best wishes!

The Regional Convention Recap by Daniel Banks MWR Convention Chair

We wrapped up the 2024 regional convention Around the Bend in South Bend on May 4th. It was a great time! We did a lot of things differently at this convention and if you missed it, you might want to know what to expect in future MWR conventions. Also, you missed a lot!

A bit of quick background, on a cold March day in 2023 I spoke with Steve Studley about a location for a 2024 regional convention. A division member, Rick Ralston, had lived in the Michiana area and suggested that there were some good layouts and prototype opportunities there. Steve liked the idea and soon we were talking to Greg Bueltmann, the division superintendent. After some discussion within the division we had a potential deal and began work. This convention had a couple of goals. First was the obvious goal of putting on a great convention. The second was to generate documentation to make the whole process reproducible with less effort. We'll get to the second goal later.

One of the first objectives was to open the convention to non-NMRA members. What a great way to introduce people to the NMRA? We also looked for a group to partner up with and the Steel Mill Modelers SIG stepped in to take that space. The space/budget wasn't available to hold a full train show but the SIG did bring along some vendors. Above the SIG members who aren't NMRA members, we also had walk-in's from found out about the convention through flyers and facebook advertising.

The committee chose the Century Center in downtown South Bend. It was a great venue at a reasonable cost and had all the space we needed. Of

course nothing goes quite that easy. The Century Center is huge. It can certainly handle multiple groups at once and that was the case here. On Friday night, as the convention closed for the day a high school prom was starting in the center atrium. It turned out to be an interesting mix as some of the students doing the setup earlier in the day became interested in the convention. We sold one day passes to others who wandered through the Century Center and became interested enough in what we were doing to buy a ticket. A couple even became NMRA members. We were trying to get out of the normal way of doing conventions and it worked! I count the elimination of the membership requirement to be a successful outreach.

Clinics were the next area that took a bit of a different turn. We had 4 'tracks' of clinics. There were Introductory clinics that were geared towards people new to a specific topic, such as building craftsman kits, or new modeling materials such as using polymeric sand for scenery and ballast. An Around the Bend track that dealt with Michiana area topics and modeling, the Steel Mill track and a general track for things that didn't fit in the other three. Signs were color coded to make picking one's clinics to attend easier. On Friday we presented 20 different clinics. On Saturday we did 13 different clinics.

There were excellent layouts open for visits. The tours this year were spread over the surrounding area including neighboring towns. Some of the layouts hosted open sessions as well.

We had tours at a couple of great prototype facilities as well! A group visited the West Michigan RR, a 5 mile shortline and of course the South Shore's Michigan City Shops. The NS Elkhart tour was originally scheduled but due to some last minute scheduling issues we were unable to go.

Then there was the rest of onsite activities. We hosted a demo/display room. It was a new concept for us and usage of the room was lighter than we hoped but those who did stop in were able to do some great hands-on activities. We had some diorama bases that you could add stuff to. We had a tree area where you could make your own tree and add it to the diorama. Next up might be static grass in a unique upside down application, a rock area where a large assortment of rock castings and washes was available. You could stop there or experiment with adding some water feathers. All at no additional cost. This will be something we do again in the future!

Along the way the committee was dedicated to making the process of hosting a convention easier. While the Michiana Division was our fantastic host division, our committee was made up of additional regional members. It turns out to be a lot easier to get volunteers over a wider area of the regions than putting the entire workload on a division. That will be our model going forward. We looked at all kinds of ideas from venue locations, to pre-ticket sales, and looking for grant money from local visitor's centers. We are compiling that documentation to turn it into a packet for our next regional convention committee. Our second goal is to produce material to reduce the work, speed up the process, make the process overall easier, and provide regional support services, like a square reader for accepting credit cards on site. Many of these can also be used for division conventions.

We wrapped up a great convention, met a lot of new friends and caught up with old friends. If you missed it, you missed a lot. As we look forward we have decided to not hold a convention in 2025. We are throwing our full support behind the National Convention team and we encourage you to make plans to attend Novi. In 2026 the National Convention moves to Chattanooga TN. We are going to take a bit of a very well deserved breather. For our northern divisions and neighboring regions/divisions, that is more than a day's drive away. We will begin looking for locations and a committee to host a northern convention. If you are interested in being a part of that drop me a line at wabashbanks@att.net While there is certainly work that goes into those conventions, we have fun. We have fun dreaming, planning, and hosting.

Thank you to all who helped make Around the Bend a success! I know I sent an email covering all the people involved in the convention so I won't repeat that here but I can't thank everyone enough who helped. See you all in 2026 at our next MWR convention!

MWR Convention Chair
Daniel Banks

Franklin Train Show Spring/Summer Issue 2024

By Michael Roderick Chairman of the Franklin Train Show

To members of the Midwest Region, I am writing to you to tell you about the Franklin Train Show and the success we have had so far this year. I have a great group of people that are around me to help me run this show and we have some great news that I am going to lay-out in the article of the Waybill for the Midwest Region. I have had to bring on board an Assistant Manager by the name of Randy Bowman who has benefited the show very much and given me the opportunity to be more flexible to work with more vendors.

Well, it is the month of May, and we are well into having tables sold for the Franklin Train Show for this August. Yes, am talking about the Franklin Train Show that is coming in less than three months. I have some great news to share with everyone. As of this writing of this article for the Waybill the combined tables sold, and pending is 270 on May 7, 2024. We are working to fill 53,000 square feet of space. I keep sending reminder emails to vendors that we have tables for sale, but they are moving now.

We are now going to be running a ¼ page add in the NMRA magazine besides the Club Car posting and the normal ads that we run with our other digital and print magazines. We are working with Festival Country Indiana to help us get better marketing exposure at the state level as well. This is all to benefit the division; the more people that know about the Franklin Train Show the bigger it will become. Speaking bigger, while Precilla and I were not at the Lebanon Train Show this past January, we were at the Amherst Train Show talking to some the biggest and mid-level manufactures about the Franklin Train Show.

We came back we plenty of positive feedback about new vendors to come to the show now and in the future. Their attendance will be the key to bringing more of the bigger manufactures in for the long run. All this I knew from the start. We will continue to bring the static display of the Live Steam Group from the Johnson County Live Steamers and the Speeders that we had last year where big hit. Well, I was approached by the sponsoring group about having more of them at the Franklin Train Show and I said

sure bring them on over. People love seeing the real stuff.

New Things Happening at the Franklin Train Show

Speaking of new things to come this year. We will be finally getting the Pathfinder District of the Heartland Council of the Boy Scouts of America. We have identified 10 Merit Badges that the Scouts will be able to sign off on. Of those 10, three of them are Eagle Scout Requirement Merit Badges. I am working on a project that a Troop will begin a layout and take it to other Division Events to show their progress and then bring it back to Franklin in 2025 for judging. The goal here is to promote the hobby within Scouting and get people involved in the hobby.

To help us run the Franklin Train Show this was in part with the work of Randy Bowman and myself of getting in touch with the right District Leadership to make this happen. Randy meet with District Leadership while I was at the Regional Convention and presented our proposal. They are all on board and are now trying to figure out which Troops will be able to help out now. My goal is the more the better I have already spoken to another person about this. He is wanting to bring this to his District Leadership as well. I will be giving the Scouts some tables to promote Scouting in return for their help.

Growth of the of the Hobby and the NMRA at the Franklin Train Show.

New things that are coming to the Franklin Train Show. We are bringing some Clinicians to the Show. More importantly we are going to be working with MMRs from the Region and other Regions to help promote the Hobby first. Second when people have questions, we will have people to answer those questions. I am setting aside a group of tables for MMRs to be at. So, if you are an MMR and want to have some fun working with people to give back to the hobby what you learned. This will be going to other Regions and Divisions.

Another new thing we will be bring to the show is a dedicated table to promote the NMRA. This can be staffed by anybody that is a good salesman from the NMRA so if up for the challenge of promoting the organization here is your chance to shine. The goal is to get them sign up and pay for their membership at the show. We will have a computer with WiFi access so that way we can do the payment without a

problem.

So, if you are wanting to volunteer for the Franklin Train Show just as we had for the Regional Convention you will receive Volunteer Credits for helping out. Please use the show's email address to let me know that you want to help out. You will also receive a food voucher for helping out on Saturday and Sunday. There's more to come about this so please stay tune on this.

Veterans' organization helping out with the Franklin Train Show

As always, we will be having our local Veterans organizations helping out as well. We have been working with our Veterans organizations for the last four years, and each year they continuously stepped up for the challenge of helping out. This a great opportunity for them for the hobby because a lot of our members our Veterans. The Waybill issue will probably hit everyone about Memorial Day. It is because of those that paid the ultimate sacrifice that I as a Veteran can write this letter. I come from a long line of military service and my brother just retired with 24 years of service. He is looking to get into the hobby because of his kids, and because our dad raised us on trains.

County Support from the Fair Board

Our Local Fairgrounds has been very helpful in working with us this year. They approached us about a new opportunity for the Franklin Train Show to take advantage of this year. Each the County Fair adds new people to their venue. As the Franklin Train Show has grown in size and the Fair Board has been watching what we have been doing. They approached us to have us come to the County Fair to promote the Hobby of Model Railroading and the Franklin Train Show as it comes two weeks after the County Fair. Being a good salesman I jumped on the opportunity and said yes, we would. I will figure out the logistics afterwards. So, after talking to the CID Board and getting everything figured out, we have a plan now.

Regional Train Show Networking for Growth of the Franklin Train

I continue to go to Train Shows and work with other Divisions to help promote the NMRA. This sometimes means that I go into other Regions, and I have formed a great working relationship with the

MCR and Division 8 in Louisville. We have been working, sharing ideas to make our shows better and we work together at each other's shows. I have also reached out other Regions to promote the Franklin Train Show, since I know where my vendors and attendees are coming from.

This part of the demographic sheet that we have people fill out so that we know where you are coming from. It also is helpful to send this kind of information to potential large manufacturers saying where our crowds are coming from. We continue to find new ways to add more value in advertising while keeping our table costs down. This year we picked up national exposure with the NMRA ¼ page ad that is in color. I know I mentioned it earlier at the beginning of this letter, but we will be picking up more National advertising next year so keep your eyes open. I am not going spill the beans on that.

Something that we learned from last was to have our books ready to take payments for the following year. Well people asked. We will be ready for that as well in August. We are ready for growth in mind as I have an Assistant Show Manager for the Franklin Train Show. This allows us to be at different locations at once, but also it allows us to talk to vendors and attendee's at one show and be spread out more. We can now accomplish more by targeting those people that will attend the Franklin Train Show.

Growth and the Future of the Franklin Train Show and Beyond 2025

The future of the Franklin Train Show for 2025 and beyond will bring new and exciting things to the show. New have room to expand up to 62,000 square ft. While that is a large number it presents a shift in how we run the show going forward. The Division relies on volunteers to run all three of its show and by far Franklin is the largest of the three. So, I have been working making sure we have the right amount staff to manage this show. Earlier I mentioned that I was in Amherst back in January and then at Worlds Greatest Hobby when it came to Indianapolis in February. I have been laying the foundation to bring mid-level and top tier manufactures to the Franklin Train Show. We will see the benefits of this as we go forward next year.

Working with other Divisions and Regions I have been able to pick up some new vendors that people like to have at the Franklin Train Show, a lot of these are regional manufactures that will amaze you

with the top-quality stuff they make. I continue to cross promote with other Train Shows to help them and to help the Franklin Train Show over all grow. I continue to have vendors take show flyers to shows that I cannot attend and that is how I get new leads for new vendors as well.

The Franklin Train Show is poised for growth as I have said before with the National Show in Novi, MI in 2025 and the Chattanooga, TN in 2026 I had to move the date for the show to the middle of the month so that our vendors would be able to make both shows. This is what makes us a great Regional Show when we see things on the horizon and can work with our host site to move things around to make things work for everyone. We all win in the long run.

Ultimate Long-term Growth of the Franklin Train Show

My ultimate goal for the Franklin Train Show is to build it into a very strong Regional Train Show. We sit at the Southeast corner of the Midwest Region and Border two other regions too draw vendor and attendees from without hurting major established two-day train shows in the tri-state region. It will only help grow those that are established and make them better. The one-day shows will have to look at how to improve there shows for growth and sustainability in this market. My goal is to put on the very best show possible and learn from the others. I look forward to where the Franklin Train Show is going, and the Division is going to have a fun time with this train show. There is more to come about the Franklin Train Show, but I do not want to tell you everything now. Please come in August to the Franklin Train Show and have a great time. I look forward to seeing you there.

Again, thank you.
Michael Roderick
Franklin Train Show Manager
Central Indiana Division
NMRA



Central Indiana Division
of the
National Model Railroad Association
presents the 2024



FRANKLIN TRAIN SHOW

Saturday, Aug. 3rd, 10am to 4pm

Sunday, Aug. 4th, 10am to 3pm

**Four buildings filled with vendors
and portable layouts**

**One building for demonstrations
both days**



Admission: \$7.00 per Adult

(Kids under 16 free with parents)

(\$5.00 with proof of current NMRA membership with card)

JOHNSON COUNTY FAIRGROUNDS

250 Fairground St., Franklin, IN • Check in at Farm Bureau Building

Show Features:

- Operating Layouts
- Dealer Tables
- Manufacturers
- Free Parking
- Displays
- Demo's
- Door Prizes
- Food

★ Popular Vote Contest ★

Bring what you are working on



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

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

NOTE: The next CID train show is at Danville, IN on November 23, 2024

Railfanning the Shenandoah Valley

By Michael Roderick

Our next adventure led us to Staunton, VA to go ride the historic Norfolk & Western 611 which was being operated on the Buckingham Branch. The trip was called steam in in the Shenandoah Valley, This was a once in a lifetime trip that you do not get to make in the Shenandoah Valley, and it was well worth the money spent for it I hope the bring it back soon again. This is about a 35 miles trip worked out with the Virginia Transportation Museum and the Buckingham Branch Railroad. Along the way down to Staunton, VA we caught a CSXT local in Marmet, WV returning back to Charleston, WV. The engine looked like GP-40s and there were only 20 cars behind them.



Marmet, WV I -77/64

We stayed in the north of Staunton in Harrisonburg, VA for the weekend as there was a major football game going on that weekend in Staunton and the local hotels were full. It did allow us to look around the area of Harrisonburg and you can see where the old right of way was of the railroads and even from the Civil War Era.

Staunton, VA

Staunton Virginia is a crossroads city filled with history from before the Civil War to the present time in the railroad transportation era. There have been many railroads that have called Staunton home, Southern Railroad, Norfolk & Western, and now days CSXT, Virginia Scenic Railway, Buckingham Branch, NS, Shenandoah Valley Railroad, and Amtrak. Many of which run up and down the Buckingham Branch Railroad. Amtrak actually has a station in Staunton for the Cardinal that stops during the week. I am going to give you a history of the Buckingham Branch Railroad now before I talk about where we meet up with the Norfolk & Western 611 and I will talk about this historic piece of engineering that is running.

Buckingham Branch Railroad:

History

Where it all began



The Buckingham Branch Railroad is a family-owned, short line railroad that operates 280 miles of railroad in Virginia. Bob Bryant began his railroad career the day after graduating from high school in the early 1950s when he went to work for the former Chesapeake & Ohio (C & O) Railway. After more than 30 years of railroading Bob retired and returned home with his wife, Annie, and family to Buckingham County from Baltimore when the C & O and Baltimore & Ohio (B & O) merger eventually led to the creation of CSX Transportation. Bob and Annie created the BB in 1988, acquired from CSXT the 17-mile branch line between Brems, VA and Dillwyn, VA, the **Buckingham Branch Division**, and ran the first BB train on **March 6, 1989**. Operation began with one locomotive and two employees. The Bryant's son, Mark, and

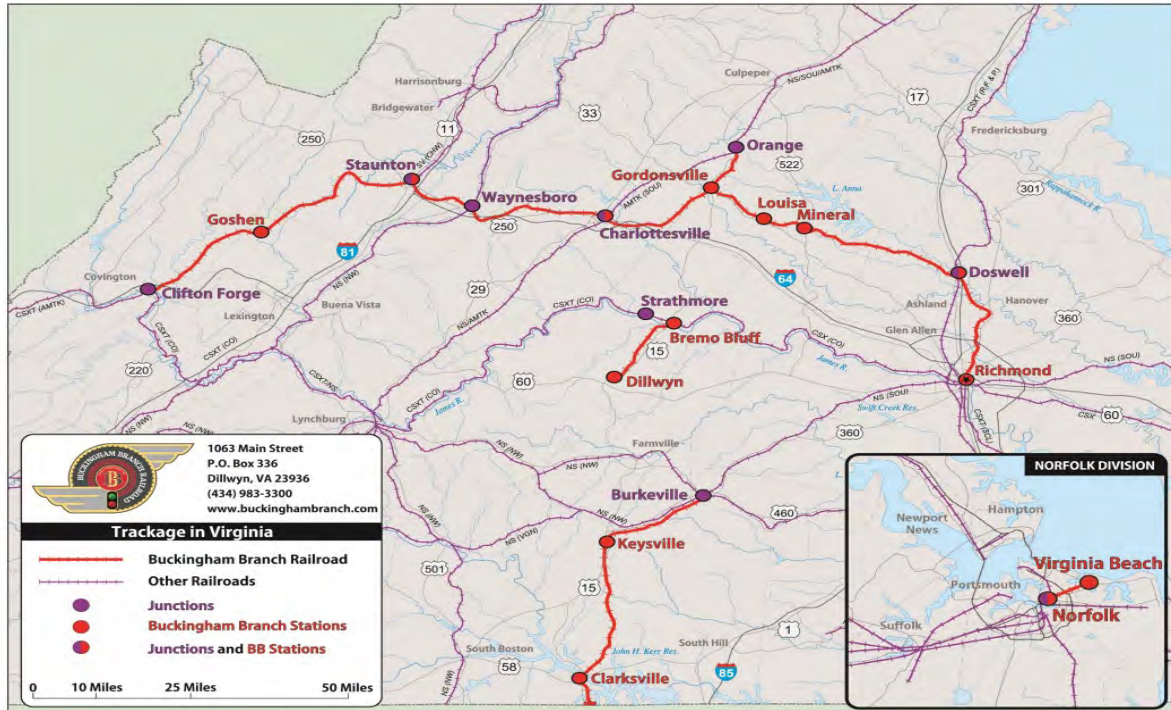
daughter, Lois, also joined the family business in the early years. Over 15 years, the Bryant's upgraded the Buckingham Division track and structures, added new customers, and grew the company to 13 employees.

The **first major expansion occurred in 2004** when the Buckingham Branch completed a lease with CSXT for the 199-mile **Richmond & Alleghany Division (R & A)** track between Richmond, VA and Clifton Forge, VA. Not only were there more freight customers to be served by the BB, but the busy R & A Division also hosts westbound CSX overhead trains for most of its length, as well as the Amtrak Cardinal train for 125 miles of its trip between New York City and Chicago. The BB had to significantly expand its track and structures and signal departments to undertake upgrades and perform annual maintenance on the R & A. With additional train crews as well, employment soon grew to 56. By 2007, employment had increased to 73 when the BB assumed responsibility for dispatching BB, CSX and Amtrak trains on the R & A and created a rail traffic control department.

The **next expansion took place in 2009** when the BB leased from Norfolk Southern, and began operation on, the **Virginia Southern Division**. The Virginia Southern spans 59 miles between the interchange with Norfolk Southern at Burkeville, Va and its termination at Clarksville, VA. Employment soon reached 77.

The **most recent expansion took place in 2018** when Buckingham Branch started leasing and operating the Norfolk Division. Part of the line is leased from Norfolk Southern, and part is leased from Canolie Atlantic. Even though this line is only 5 miles long, it is strategically located in Virginia's most industrialized region and has connections to both Norfolk Southern and CSX. With the addition of the Norfolk Division, employment reached 79.

Today, the BB operates 275 miles of track, has seven train crews and 14 locomotives, and more than 40 freight customers. The BB has developed a reputation for dependability and flexible service that responds effectively to the changing needs of freight customers in today's U.S. logistics and transportation market. Through three interchanges, each with CSXT and Norfolk Southern, BB customers can reach freight markets anywhere in North America. The BB also operates passenger excursion trains on the Buckingham Division in spring and fall, as well as Santa trains and a Toys for Tots train in December Santa trains and a Toys for Tots train in December.



Virginia Scenic Railway is the passenger operation of the Buckingham Branch Railroad they operate three different trains normally, but this fall they picked a special train with called the Shenandoah Valley Limited, but to us steam fans and N&W 611 it was Steam in the Shenandoah Valley.

Another Railroad that also helped out with the Steam in the Shenandoah Valley is Shenandoah Valley Railroad. This is a short line railroad connecting Staunton and Harrisburg, VA on the old B&O line. Here is some historical information about the current Shenandoah Valley Railroad.

Shenandoah Valley Railroad

The present-day Shenandoah Valley Railroad was originally started in 1866 as the Valley Railroad.



History:

Fort Defiance Depot on the Shenandoah Valley Railroad.

In this post Civil-War era, the intention was to build tracks between Harrisburg, Virginia and Salem, Virginia and to eventually connect to the Virginia and Tennessee Railroad and the

Railroad mainline. The B & O provided financial support, supplies, and personnel in order to construct the tracks and run the railroad. The tracks between Harrisonburg and Staunton were completed, but costs quickly escalated, forcing construction to a halt and trains to cease operations.

The Valley Railroad with the B & O shortly partnered with the Shenandoah Valley Railroad in 1867 for financial support to continue construction. However, due to disagreements between the Shenandoah Valley Railroad and Valley Railroad, this deal was terminated. Following years of increasing financial troubles, combined with leadership issues, the partnership between the Valley Railroad and B & O ended. The Valley Railroad attempted to work with other nearby railroads to complete construction between Salem and Harrisonburg, but with the state of the economy at the time, this was not financially feasible. The Valley Railroad finally ended in 1942 when the Staunton to Harrisonburg section was sold to the Chesapeake & Western Railroad.

The section of track from Staunton to Pleasant Valley, just south of Harrisonburg, is now privately owned and operated under the name of the Shenandoah Valley Railroad LLC; this name being adopted from the historic Shenandoah Valley Railroad from the late 1800's. The present-day Shenandoah Valley Railroad interchanges with the Norfolk and Southern Railroad and the Buckingham Branch Railroad connecting the line to CSX.



I have some pictures of very interesting equipment that was stored at their engine facility in Staunton, VA. The map below is the current running map of the Shenandoah Valley Railroad.



Norfolk & Western 611

Norfolk & Western J Class #611

The Norfolk & Western Class J #611 is a steam locomotive built in 1950 by the Norfolk & Western Railway at the East End Shops in Roanoke, Virginia. The locomotive is notable for its streamlined design, which was intended to showcase the efficiency and power of steam technology in the face of the increasing dominance of diesel engines.

The 611 is considered one of the most powerful and technologically advanced steam locomotives ever built and is the only surviving Class J steamer to the present day. It was used to pull passenger cars on the Norfolk and Western railway system, including the Powhatan Arrow and the Cavalier.

In 1959, the 611 was retired from services. In 1962, it was moved to the Virginia Museum of Transportation, Inc. in Roanoke (formerly the Roanoke Transportation Museum).

In 1981, Norfolk Southern pulled 611 out of retirement and restored it to its original glory. Once again, it blew the whistle to sleepy towns and thundered across the landscape.

In 1984, the Class J #611 was named a National Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers.

611 retired from excursions in 1994 and moved back to the Virginia Museum of Transportation, Inc., home to 611 when it is not traveling. 611 was put back into operating service in 2015 by the Virginia Museum of Transportation, Inc.

It has become an important piece of American railroad history and is considered an engineering marvel by many rail enthusiasts and historians. The Class J #611 is designated as the Commonwealth's Official Steam Engine.



We left Harrisburg, VA on our way to Staunton to Goshen, VA to board the train and take it to Staunton, VA. In Goshen we parked at a park called Victoria Station which was one of the spurs of the BB RR. This is an old Railroad town with deep roots in Appalachian history as well as railroad history. Victoria Station has several cars and a switcher as well some cabooses on static display.



Waiting to Load at Victoria Station



On the Commuter Car for our Trip

After we board the train, we backed off the branch on to the main line of the BB to begin our run down to Staunton, VA from Goshen, VA. We went through some farmlands and the George Washington National Forest to reach Staunton, VA. While doing so we climbed through a few gaps in the national forest all to make a beautiful trip. The mainline is all CTC controlled with plenty of sidings.

When backed on to the main in Goshen it was interesting to feel the power of the J so effortlessly push the consist back through the curve, and then without thinking about switching from reverse to forward motion pull a twelve-car passenger with blinking an eye. If I know that had that been more cars it would give it more of a challenge, but she was made to haul more passenger cars.



Coming into Goshen with Full head of Steam

As we got into Staunton, VA after 2 hours of going down the mountain we were hooked up with to GP40-2 for the return trip back to Goshen, VA. The reason that they do not turn the 611 in Staunton, VA is the wye and roundhouse-turntable are not there anymore. On a side note, I think if this were to happen again if the wye would be returned to service. I was able to find where the wye was in Goshen, VA along with the yard for branch where Victoria Station sits.



611 Pulling into Staunton, VA Passenger Station



BB GP-40-2 coming to hook onto the end of the train to pull the train back to Goshen, VA

Well, we left where we stayed on Sunday and were heading back home through West Virginia and we crossed into Ohio and while crossing the mighty Ohio River Precilla took a picture of the river and the railroad bridge at Gallipolis, OH



Ohio River Gallipolis, OH US-35

After crossing the Ohio River, it was an uneventfully trip back to Greenwood. Well just a long, short weekend of fun in the mountains of Virginia.

**** Information provided in this article is both from personal knowledge and from information gathered from the internet. My sources are as follows:*

- 1. Buckingham Branch Railroad*
- 2. Virginia Scenic Railroad*
- 3. Shenandoah Valley Railroad*
- 4. CSXT*
- 5. NS*
- 6. AMTRAK*