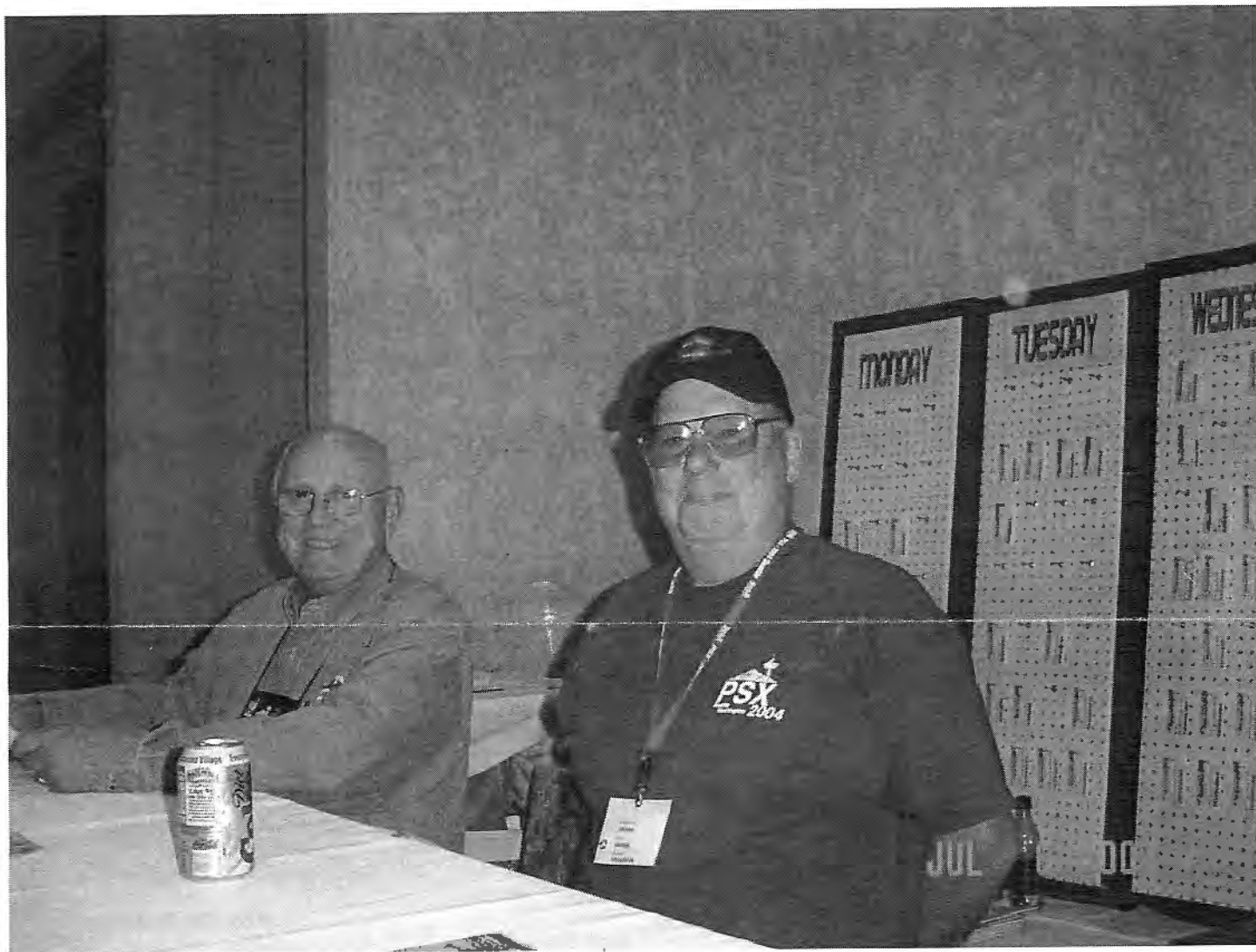


Waybill

Fall 2004

Mid West Region NMRA



*Regional Workers, Captain Al Nelson and Gary Children,
at the PSX National NMRA Convention*



EXECUTIVE BOARD & CHAIRPERSONS OF MWR STANDING COMMITTEES

(Please contact the Waybill editor for any corrections prior to the next Waybill deadline.)

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Table of Contents – Fall 2004

MWR Officers & Standing Committees	2
Table of Contents	3
President's Report	3
AP Awards	4
Spring Convention	5
After the Convention	8
Annual Meeting	9
Remembering John Armstrong	9
Spring Convention Registration	13
Division Meet Schedule	15
Waybill Schedule	19
Waybill Advertising	19

President's Report

by Richard Cecil, President MWR

Summer seems to be departing earlier than usual this year, at least in the Milwaukee area. It's August when I'm writing this and the temperature is in the 60s. That means that it's time to crank up the model railroading machine for another season of fun, model building and good fellowship. Though listed last, in my opinion, fellowship is the most important aspect of Region activity.

A case in point was a conversation I had with Al Kamm. We were discussing the revitalization of the Calumet Division when we digressed to an air conditioning problem I had (my central air died while we had our last hot spell). Kicked around the idea of replacing the furnace at the same time since it's days are numbered and a new one now would only

Midwest Region of the National Model Railroad Association.

The Waybill is published 4 times a year:
Winter – December, January, February
Spring – March, April, May
Summer – June, July, August
Fall – September, October, November

Edited by: Barb Rothwell
Mailing address for the Waybill entries:
5667 Concord Drive
Fitchburg, WI 53575
cvwrails@charter.net

require tearing down (surgically) a part of the layout once. His advice was to go with a mid-efficiency furnace (80%) instead of high. That's going to save me a bundle of money, especially in repairs later. Thanks Al. As far as the Cal Div, I know that it will do well thanks to Al's bulldog tenacity.

In the Spring edition I said that I was going to visit the IVD and present a clinic. Unfortunately that meet was cancelled due to a tornado hitting the Utica, IL area. I think it may have destroyed the building where the meet was to be held. That visit has been rescheduled to September 12 in Spring Valley. It will be the IVD's 40th anniversary, which should prove to be a fun time. We're meeting in the basement of City Hall, which

Marion Brasher tells me is like a bomb shelter. No chance to be blown away there. I noticed in the latest edition of the Timetable (IVD

newsletter) that the IVD is exploring the possibility of consolidating with the Southern Illinois and Rock Island Divisions. That would revitalize two dormant areas in the Region and hopefully will come to fruition.

As you may already know or will probably read about elsewhere in this issue, Dave Liesse has been appointed as the national Secretary of the NMRA. As such, he can not continue to serve as Region Trustee. I have recommended the appointment of Reid Kahrs to serve in that capacity for the next year. At that point in time the NMRA will be restructuring itself as a result of the recent election.

And finally, Vice President Children and I will be concluding our second and final term in office. It is time for all of you to start thinking about our successors. There are many of you that should consider taking a turn at heading this organization, not only because you are capable of doing so, but, because it is time to give something back. One final thing: I want to welcome Roger Wurtzel as our newest Director-at-Large.

⊗

AP Awards

by Rick Shoup

Chief Dispatcher

Barbara Rothwell MWR*735
5667 Concord Drive
Fitchburg WI 53575-1906

Association Volunteer

Todd Rebhahn *MWR 738
3259 Old Military Road
DePere, WI 54115

Bill Rigby * MWR 736
408 North Street
Kirkland, IL 60146

Tom Williams *MWR 737
4250 Doris Avenue
Rockford, IL 61101

Randy Williamson *MWR 739
5929 Lakeview Road
Larson, WI 54947

Folks please send the two new MMR's a congratulations card.

MASTER MODEL RAILROADER

Pacific Northwest Region
Jack Hamilton MMR 338
10731 Warren Road, NW
Silverdale, WA 98383

David Woodrell MMR 337
17020 105th Avenue, NE
Bothell, WA 98011

⊗

Next Spring Convention

by Barb Rothwell

Yes, we're getting set to entertain you next Spring, in Madison WI, for the MWR Regional Convention.

Make sure you check out the registration form in this issue to assure yourself a weekend of fun.

.....

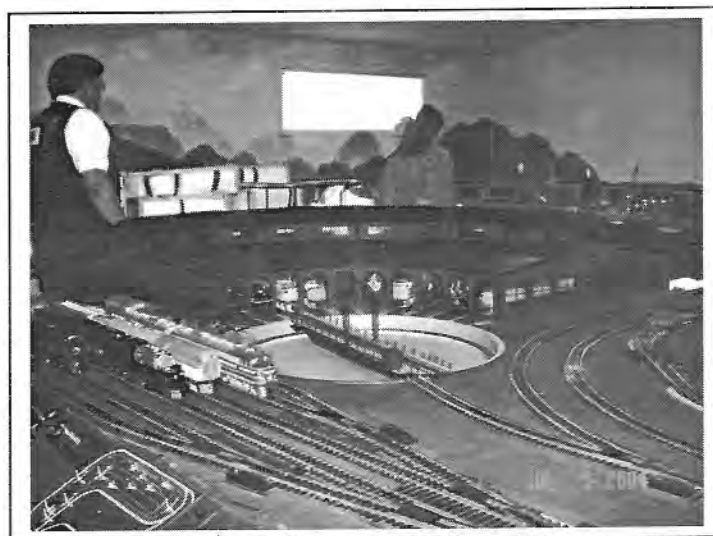
Speaking of conventions.....here's a few shots from the national convention.



Yes, they were working on the rails, but we got into Seattle an hour early (unheard of!). And yes, we did enjoy our trip getting to the convention.



We saw a little live steam near Mt. Rainer.



Here a nice shot of Ed Pennington's round house.

← Never get a group of modelers together on a train. You never know what will happen.





We saw a few garden railroads, like Dale & Diane Krauss's.



Pete Thomas had a nice HO layout of the "Onyx Division of the Burlington Northern".



Containers anyone. Watch out for Jane Albert (Madison WI). She's thinking of a second career as a hoist driver.



Since all three of these individuals are looking forward to retirement this year, they may be trying to tell us something.

←That's the Matheson & Western, created by Greg Matheson



Ah yes, the prototype tours!



This little gem belongs to Glenn and Barbara Shadduck of Lynnwood WA



Talk about a garden railroad!!!



Don't forget the layouts at the trade show.



And last, but not least, the banquet at the Air & Flight Museum. Followed by the proto-



Interesting Side Trips, After the Convention.

by Barb Rothwell

After the National Convention in Seattle, groups of railfans departed Seattle to destinations other than directly home.

Some of us had the chance to take the Coast Starlight to Portland (and South), and catch a few more prototype trains along the way.

Some of us even had a chance to visit old railroad friends and take in a few rail clubs before venturing home.

Here are a few photos of what we saw in the Grants Pass OR area.



This is a shot at part of the Railroad park complex in Medford, OR, that houses HO, Garden, and live steam models.

The day that we were there, we had a good look at the last engine to be built by the

resident modeler Jerry Boudwin. Jerry is in his 70's and doesn't plan on building anymore.



Yes, it is ALL hand made.



These two photos are from Norm & Arlene Schumacher's, (Grants Pass, OR), garden railroad.



Minutes, Annual Meeting of Members, Midwest Region, NMRA, May 15, 2004

Tentative and preliminary draft for review and discussion purposes only, subject to change.

President Richard Cecil called the meeting to order at 8:36 pm at the Best Western Milwaukee Airport Hotel, in Milwaukee, WI.

Minutes from the Annual Meeting of Members held on April 26, 2003 were unanimously approved as written and published in the Summer 2003 *Waybill*.

Reports

Bob Sherman, Treasurer reported on Region finances. As of December 31, 2003 the General Fund and the Youth Fund had combined net assets of \$ 31,107.17.

Old Business - There was no old business.

New Business

President Cecil announced the results of the recent election. 184 ballots were cast. The winners are:

Directors-at-large

Mike Hurlburt	Bob Guinter
Ron Scharping	Roger Wurtzel

The meeting was adjourned at 8:45 PM

Respectfully submitted,
Reid Kahrs - Secretary for the meeting



Remembering John Armstrong

by Bob Boomsma, SCWD



During the 2000 NMRA convention in San Jose, I took John Armstrong to dinner after one of his clinics. I didn't intend to write about my visit with him, but Bob Wundrock, then editor of the SCWD *Bad Order*, suggested I do that after we had the pleasant surprise of sharing breakfast with John during the convention and sharing a table with him on Amtrak, from San Jose to Sacramento as we traveled home. Talk about rare mileage! The article appeared in the *Bad Order* in the fall of 2000. Credit Wundrock with suggesting I modify it for submission to *The Waybill*, after we heard of John's death, July 28.

John was 79 at the time. At times he looked it, at times he didn't. He had a great smile and low-key delivery to go with the olive in his extra dry humor. I attended both of his clinics. His first audience was much more responsive than his second, but he played both crowds well. In this age of videos and Power Point presentations, John's neat, hand-written, hand-illustrated overhead sheets were refreshingly simple. Besides, we were

listening carefully to his words. Let's hope the NMRA has recorded his clinics on videotape and will soon offer them to members.

He started with a sheet showing the different religions, as he called them, of The Railroad Hobby. At points of a triangle around those words were major groups--Railfans, Crafters, and Collectors. Around these he had every imaginable aspect of the hobby--historians, archaeologists, mileage collectors, tool collectors, live steamers, artists, contestants, brass-collectors, etc. He had a special category for Foaming Pennsy Freaks, for whom he had plenty of good-natured teasing.

There is almost always some truth in teasing, and later at dinner John elaborated with an example of Pennsy fans encountered over the years. Take headlight placement on steam locomotives, suggested John. Generally, headlights look best at the center of the smoke box, where most railroads placed them. But said John, "the fan of The Standard Railroad of the World states, 'If God had wanted headlights centered on smoke boxes, that's where the Pennsy would have them.'"

John enjoys telling anecdotes and stories, yet apologizes sincerely, for talking too much. Of course he couldn't talk enough. Fortunately the gourmet restaurant in the hotel had delicious food and dreadfully slow service.

John's career as a naval munitions engineer ended with his retirement in the mid-70's, when he answered an ad in *Railway Age* magazine for a traveling reporter. He chuckled as he told how his editor at *Railway Age*, watched jealously from a desk in New Jersey, as John traveled for years visiting railroad

properties and interviewing executives throughout the nation, even traveling abroad, often with his wife.

These were the experiences that cemented John as one of the world's foremost authorities on railroads. As his reputation grew, the fact was not lost on railroad officials looking for information. It was a railroad executive who asked John to write a manual that would become his classic, The Railroad and How It Works. John retired from *Railway Age* several years ago. He was widowed in 1996 and lived in suburban Washington DC with one of his three sons, a librarian who kept him well fed; although, once a week, John said, he made himself a big pot roast. He has one daughter who resides near Sacramento.

John was born in Canandaigua, New York in 1921 and played with Ives tinplate trains as a child. At an early age, he noticed that real trains were different from the Ives and Lionel toys available at the time. John informed me that Lionel didn't make a model of a steam locomotive from 1923 to sometime in the 1930's, because manufacturers wanted to be modern, and electric locomotives were the modern locomotives of the time.

I asked John what is it about trains, about this hobby, that captures the attention of some and doesn't let go. I mentioned the strange aesthetic appreciation I have for a string of boxcars or hoppers that are identical save for the reporting marks and how that appreciation is heightened when the uniformity of the lineup is broken by one or two cars with slight variations in design. He reassured me with a smile that he had the same disease noting how, as a small boy, he observed that NYC sleeping

cars were a little different from PRR sleepers. It was as simple as that and got him wondering about and frequenting the rail facilities of his hometown.

In typical Armstrong fashion, he remembered a story he relishes, and he was off relating how as a youth he traveled with his mother in a coach on milk trains. Once during one of the frequent stops to set out a couple of empties and pick up a loaded car, John observed the conductor directing a glaringly inefficient switching move. He remarked about it to the station agent and asked why the man was doing it that way. The agent replied succinctly, "Because he's stupid."

By 1935 John had developed the now famous Canandaigua & Southern arrowhead herald; although, he didn't begin his O scale C&S until 1950. Unlike many modelers in the 40's and 50's, not only did he not convert to HO, but he continued operating the C&S with the original outside third rail. Though the noble thought didn't last, John's penchant for sticking with the outside third rail inspired me at the time to think that I might eschew DCC and hold my head high in 30 years with a cab/block system of standard Atlas components.

John recalled John Allen, 8 years his senior, and the ribbing Allen received from friends who, sticklers for the prototype, thought some of his scenery was excessive, like the famous view of up valley with four railroad bridges, one behind the other, receding into the distance. John relished the tale of how Allen satisfied the prototype hounds in Switzerland, during their roundabout rail excursion to the NMRA convention in London in 1971. The group was looking out a window together as

the train emerged from a tunnel to the panorama of a long valley with three or four bridges crossing the valley at various points into the distance. The stickler's gave Allen his due then and there.

One upping another modeler or looking down on one who does things differently from him or the norm was not something John did. He embraced the characters of his stories with love. He told of visiting one fellow in the 1950's who threw one switch and ran 21 trains automatically through various blocks in sidings and yards, from start to stop, all with mechanical relays. John enjoyed observing the many different ways people have fun model railroading. While he knew the need for standards of excellence, he kept things in a healthy perspective. In his clinics, he chuckled and said, "Well, after all, the point is that we're just trying to have a little fun with these trains." He said variations of that in our visits. John himself prized a gondola filled with staples, from audit reports passed along by a friend who worked for the IRS.

Sometimes just trying to have a little fun *is* the problem. John told of a physics professor at a prestigious eastern university who hid his identity for fear of not attaining tenure. The department chair expected faculty members to devote themselves wholly to their field, with no room for diversion whatsoever. Older readers of Model Railroader will remember articles by Eric La Nal, pseudonym of the aforementioned professor, Alan Lake Rice.

On the train from San Jose to Sacramento, sitting at the table in the club car, John pointed out a great location to model. Though we

didn't enter Niles Canyon, at its mouth we crossed the tracks that extend into it, where John remarked how the setting would make a beautiful spot on a layout--diamond, abandoned interlocking tower, river, and trees. He was right on with his eye for a modeling possibility.

As we passed a Bay Area Rapid Transit (BART) terminal and ran parallel to its track, I prompted John with one question and proceeded to learn a great deal about the BART he toured as a reporter for *Railway Age*. I'd heard of BART's cost overruns, but I didn't know that BART is broad gauge--5'6". John said it had something to do with the speed at which some design engineers wanted the trains to take the curves. According to John, due to problems with fare machines that have a state-of-the-art mechanical system and Stone Age electrical components, BART switched manufacturers of fare machines halfway through constructing the system. Unfortunately, the new machines arrived with state-of-the-art electronics but Stone Age mechanicals. BART now has about half of each kind. Then there was the problem of the aluminum wheels and the perceived need for BART to have its own shops....

As we neared Sacramento, John reminisced about a trip he took on the Rio Grande Zephyr, the Denver-Salt Lake City tri-weekly passenger train that the D&RGW was required to operate in the '70's, after opting not to join Amtrak. Leaving Denver, the crew chief intoned over the intercom, "Ladies and Gentlemen, this is your crew chief, and I would like to welcome you aboard the Rio Grande Zephyr on behalf of the Denver and

Rio Grande Western Railway, your conductor, the train crew, and our engineer 'Mad Dog' Chandler." Later when the train stopped for a red block, perhaps near the entrance to Moffat Tunnel, the chief came on, "Well ladies and gentleman, I'm sure you have noticed that we have stopped. It seems that we've hit a moose and now Mad Dog and the fireman are trying to load it in one of the baggage cars. I am sure we'll be underway in just a few minutes."

We said goodbye to John Armstrong that bright Sunday morning after the 2000 convention at the Sacramento station. He went next door to the California Railroad Museum, where he said his daughter would pick him up after church. In a few days, he'd take the Coast Starlight to Seattle and the Empire Builder east. When we boarded the California Zephyr an hour later, we were not so secretly wishing that Mad Dog Chandler could be at the throttle, but even more so that John Armstrong could be across the table.

⊗



Come Join Us for Lake Junction 2005

April 22-24, 2005

to be held in

Madison, Wisconsin

at the Quality Inn & Suites

2969 Cahill Main, (off South Fish Hatchery Road)

Tentative timetable:

The 2005 Midwest Region, NMRA, Spring Convention will be hosted by the South Central Wisconsin Division (SCWD) of the NMRA, at the Quality Inn & Suites, located at the corner of South Fish Hatchery Road and Cahill Main, (easily accessible from Hwy 12/18, with free parking).

The hotel features many amenities: indoor pool and whirlpool, exercise room, game room, laundry, business center, and in room high speed internet connections. The hotel also features a full breakfast included in the room rate, and 8 restaurants located within walking distance. We have blocked all available rooms at the hotel with room rates starting at \$79/night, (larger suites are available for groups and dealers at \$109/night). For reservations call: 608-274-7200, and ask for NMRA rate.

We will also have our usual exceptional layouts, (large and small, open for both operating sessions and tours.



	Date/time	Rail	Non-rail/Youth
Friday	Noon-8pm	Registration	
	7pm	Clinic	Clinic NR
	7-9pm	Contest room open for entries	
	7-9pm	Auction room open for entries	
	7-10pm(?)	Layouts and operating session	Youth (8-18) operating session at the Middleton Depot
	8:30pm	Clinic	
Saturday	7:30am-6pm	Registration	
	7:30am-	Contest room open for entries	
	7:30am-5pm	Auction room open for entries	
	8:30am	Clinics	Clinic NR
	10am	Clinics	Clinic NR/Youth
	1pm	Clinics	NR Tour
	1-4pm	Antique Tour	
	1-4:30pm	Contest room open for viewing	
	1-5pm	Layouts open	
	2:30pm	Clinics	Clinic NR
	4pm	Clinics	
	5-6pm	Contest room open for entry pickup	
	6pm	Cocktail hour	
	6:30pm	Banquet	
	7:30pm	Presentations/Awards	
	8:00pm	Auction	
Sunday	8am-noon	Registration	
	8:30am	Clinic	
	9am-noon	Regional Board Meeting	Clinic NR
	10am	Clinic	
	Noon-5pm	Layouts open	

In 2005, we are emphasizing youth activities, by holding an operating session for youth between the ages of 8-18, hosted by the SCWD Youth group.

Lake Junction 2005 – April 22-24, 2005 Registration

Primary Registration

Name:

_____ Last

_____ First

_____ MI

Additional names:

Address:

_____ Street

_____ City

_____ State

_____ Zip

Telephone #: _____

E-mail address: _____

NMRA#: _____

Fees:

	Postmarked before February 1, 2005	Postmarked after February 1, 2005	# people	Total
Full Fare - member	\$45	\$50	x =	_____
Full fare - non-member	\$50	\$60	x =	_____
One-day member	\$20	\$25	x =	_____
One-day non-member	\$25	\$30	x =	_____
Non-rail	\$40	\$45	x =	_____
Youth (under 18)	\$5	\$10	x =	_____
Banquet (Not included in full fare)				
NY Strip Steak		\$25	x =	_____
Chicken Marsala		\$25	x =	_____
Vegetarian		\$20	x =	_____

Check number _____, made **payable to: Lake Junction 2005**, for the amount of \$ _____

Friday night operating session space is limited, so please sign up early.

Number interested in operating per layout: HO____ N____ O____ Youth HO layout ____

If you'd like to operate with a friend that will be attending, please indicate below:

I(we'd) like to operate on same layout as: _____

Send payment to: 2005 Lake Junction Registrar
5667 Concord Drive
Fitchburg WI 53575-1906

You will receive a confirmation of your payment and a list of layouts for your choice of operating .
Early Bird registration, please note, operating layout list will not be available until September 2004.

Division Schedule

.....

Central Indiana Division:

Contact: Larry Gilbert
(765) 779-4039

Location:

Bedford, IN National Guard Armory

Dates:

Saturday, Sept 25, 2004 11 a.m. to 3 p.m.

Train Show - clinics, contests, layouts, plus
KITs clinic for youngsters.

\$3 per person, Children 12 and under free with
paid adult

For information contact:

Bill Litkenhous, 2509 Windwood Drive;
Bedford, IN 47424; (812)275-3634

DuPage:

Contact: Rob Schiavone
(630) 690-3262

robert_s_60188@yahoo.com

Location: Lisle Library

777 Front Street
Lisle, IL

Meetings starts at 1:30pm

Fox Valley Division:

Contact: Richard Sweet rsweet@pactiv.com
11 Park Place Circle
Hawthorn Woods, IL 60047
(847) 550-1399

Meeting Place (unless otherwise specified):

Gary Morava Recreation Center
110 W. Camp McDonald Road
Prospect Heights, IL 60070
(1 blk west of Camp McDonald
Road and Elmhurst Road Rt. 83)

Meeting times: 1:30 - 4:30 PM

Dates: TBD

Calumet Division:

Contact: Richard Smurawski
(708)598-7876

Location: Calumet High School
Griffith, IN

Date: Sept 18, 2004; 10am-5pm
\$3.00, children under 12 free.

Location:

Harold L Richards High School
1601 S. Central Ave
Oak Lawn IN

September get together – The Cal Div
Modular layout will be on display

Date: October 24, 2004; at 12 noon

Location: Kankakee Rail Museum
After seeing layouts and exhibits, Myron
Weber's O gauge layout will be open.

Date: November 14, 2004

Location: Calumet Park Field House
12 noon- 4pm
Lake Shore Railroad Club open House

Date: December 12, 2004

Location: Kamm's
20207 S Greenfield
Calumet IL

Celebrate the season starting at 12 noon –
spouses welcome

Date: January 16, 2005

Location: Crestwood Civic Center
14025 S Kostner Ave
Crestwood IL

This will be a work session starting at 12 noon,
on the portable layout.

Illinois Valley Division:

Contact: Kerry Del Vecchio
(309) 243-1436

Email: kerrydel@aol.com

Location: Illinois Central College, East
Peoria, IL

Date: Planned Topic/Event

North Shore and Western Division:

Contact: Jim Spice
(847)-662-7267

Location: Glenview Public Library
1930 Glenview Road
Glenview IL

Meetings are held from 1:30-4pm

Dates:

Rock River Valley Division:

Contact: Joe Whinnery
815-398-8973

Location: Midway Village and Museum
Center, 6799 Guilford RD, west
of Perryville and State St. Doors
open at 12:30 with the meeting at
1:00. Donation is \$2.00.

Date: Call for schedule

South Central Wisconsin Division:

Contact: Bob Wundrock
608.845.6232

Location: Fitchburg Community Center
5510 Lacy Road
Fitchburg WI

Meeting times: 1-4pm

Date: Sept. 12, 2004

*Clinics: Wrap up NMRA convention; Dave
Nelson: "A Closer Look at Track"*

Contests: My favorite train

Layouts: TBD

Oct. 3, 2004

Clinics: Pete Reinhold & Jim Kelly

Contests: Open Freight Cars

Layouts: TBD

Nov 7, 2004

Clinics: TBD

Contests: Railroads and People

Layouts: TBD

Dec. 5, 2004

Annual Auction

Contests: Moving the Military

Layouts: TBD

Southern Illinois Division:

Contact: Joe Skamel
(217) 892-9740

Location: NA

Anyone interested in helping Joe start
some activities, please contact Joe
directly.

Winnebago Division:

Contact: Tod Rebhahn
(920) 983-8384

Location: Varies – Call for information.

Division Club Meets**Cedar Creek Railroad Club**

Weekly meetings are held on Wednesdays at
7:00PM in the Train Room at
Lamm's Garden Center
2708 Sherman Road
Jackson, WI

**Central Wisconsin Model Railroaders, Ltd.
- Stevens Point/Plover WI Area**

HO and N-scale modular layouts. The
clubhouse is located in the basement of a
restored Wisconsin Central Railway's depot in

the Portage County Historical Society's Heritage Park, Plover. Meets Wednesdays at 7:00 p.m. Visitors are always welcome. For more information call the clubhouse at 715-342-7300 on meeting nights. You can also email Jerry Rohlinger or phone him at 715-341-2069, or call Don Anderson at 715-344-8545.

Clipper City Model Railroad Club - Manitowoc

Iron Horse Barn - Expo Grounds - 143/ US 151
Meets 1st Thursday at 7:30 p.m. - For more information contact: Joe Lallensack

Fond du Lac Model RR Club - Fond du Lac

Green Bay Area Model Railroaders Club (Newer Industries) - Green Bay WI

Hub City Model Railroaders - Marshfield -
Meet on the 3rd Thursday of each month except June, July and August, at 7:00 p.m. The clubhouse is located at 709 N. Chestnut Ave. For more information contact Keith Meacham or Gene Greenwald.

Kettle Moraine Ballast Scorchers Railroad Club, Inc.

137 B North 6th Ave. West Bend, WI 53010

Machickanee & Splinter Creek Model RR Club – Marinette, WI

Meets Wednesday at 7 p.m. at 1729 Stephenson Street, Marinette, WI. A new layout is under construction. For more info e-mail Norman (Chic) Hartert.

Neenah-Menasha Model RR Club - Neenah
323 West Forest Avenue. Open visitation the first Wednesday of the month, other

Wednesdays by invitation only. For more info call 414-725-3967.

Paper Valley Model Railroad Club - Kaukauna, WI

The clubhouse is located at W2221 Block Road, Kaukauna, WI. Club hours are Thursday 7pm - 9pm and Saturday 1pm - 4pm.

Plymouth Model RR Club - Plymouth WI

Rhineland RR Association - Rhineland WI

Meets at the Soo Line Depot Museum in Pioneer Park Wednesdays at 7 p.m. and Saturdays 9 a.m. to noon. HO scale layout depicts the railroad operations in and around Rhineland from 1930 to 1950. Visitors are always welcome. For more information contact Club Secretary Rodd Blaisdell at 715-362-5996.

Rothschild, Schofield, & Weston Model Railroad Club- Rothschild, WI

The club meets every Wednesday night at 7pm in the basement of the Hobby Connection in Rothschild, WI. The club layout is open to visitors every Saturday afternoon until 5pm when the Hobby Connection.

Sheboygan Society of Scale Model RR Engineers -Sheboygan WI

Meets Tuesdays at 7 p.m. at the Railroad Lodge, 1001 N. 10th Street. 38 by 46-foot HO and HOn3 layout with double-tracked mainline and a 60-foot hidden staging yard. Visitors are always welcome and membership is open. For more information write to Club Secretary, Dick Pool at the above address or call the club on Tuesday evenings at 920-452-0166.

Seymour Model Railroad Club - Seymour WI

209 Depot Street. Open house first & third Sunday of each month from 1-3 p.m. HO Scale. The layout is located in the former Green Bay & Western depot which was moved across the street and restored. For more info contact David Fairbanks, 323 Washington Street, Seymour WI 54165-1331.

Tri-City Railroader's Association - Wisconsin Rapids WI

Meets at the Lowell Senior Center, 330 8th Street South on the second and fourth Sunday of each month from September through May. HO scale layout. For more information contact Club President John Sawaska at 715-421-4610 or send e-mail to Dick Hoekstra.

UP Shortlines Model RR Club - Marquette, MI

The UP Shortlines Model RR Club meet on the 1st Tuesday of the month at 7 pm at the Jacobetti Veteran Hospital in Marquette. The club owns a 9' by 55' HO scale traveling layout as well as a real LS&I U25c, an ore car and ex-MoPac caboose which are displayed at Presque Isle Park in Marquette.

For more information contact Richard Cooke at 906-225-5468, or email to ljlcrc@aol.com

Waupaca Area Model Railroaders - Waupaca More info: 715-258-5842.
Meets on Thursdays at 7:30 p.m.

Wisconsin & Michigan Model RR Club - Marinette WI

Meets Thursdays at 7 p.m. in the basement of the Elk's Club in Marinette, WI. The semi-permanent HO scale layout is 26' by 6'.

Visitors are always welcome and membership is open. For more information contact, Dave Rickaby at 1031 Marinette Avenue, Marinette WI 54143 or call 715-732-1318.

WISE Divisions:

Contact: Bonnie Janke janke@execpc.com
262.392.9698

Location: Midway Hotel -Airport , 5105 S Howell Ave, Milwaukee.

Meeting time: 12:30-4pm

Division Meets: TBD



TRAIN GUYZ

Hank Brown
622 Oak Street
Cottage Grove WI 53527
(608) 839-4939
E-mail: wildernesstours@charter.net

WE CAN MAKE YOUR MODEL RAILROAD DREAMS COME TRUE

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As an incentive,
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Contact: Gary Children at 414-327-1666, or Ingrid Drozdak at ingridtreelady@aol.com

**Any interesting
railfanning, or
layouts you've seen
lately?**

**Have you gotten
your AP award for
author yet?**

Here's your chance to put the two of them together, and provide an article for the Waybill.

Check the Waybill deadline in the next column, so you'll have plenty of time to send in your article for the next Waybill.

**Remember, if you
can write an article,
you shouldn't be
afraid of a little
more paper work,
to get those AP
points.**

Waybill Schedule

Waybill current schedule:

Fall (September, October, November)
Winter (December, January, February)
Spring (March, April, May)
Summer (June, July, August)

*Deadline for submission to each issue is listed
for the month previous to publication:*

*August 15th for the Fall issue
November 10th for the Winter issue
February 15th for the Spring issue
May 15th for the Summer issue.*

Send submissions to: cvwrails@charter.net

Waybill Advertising

At the last Board of Director's meeting, the MWR Board approved the submission of advertising for placement in the Waybill.

Effective June 1st, advertising will be accepted for placement starting in the Fall 2004 Waybill. The deadlines for camera ready ads will be the same as the copy deadlines stated above, *(please submit by e-mail if possible in MS Word format)*. If you need ad composition, please contact the Waybill editor. Railroad related advertising only will be accepted for publication.

Advertising rates/year are as follow:

Full page	\$100.00
Half page	75.00
Quarter page	50.00
Business Card size	25.00



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