

Waybill

Mid West Region NMRA –
Spring 2011



President's Report

By Bill Litkenhous, President, MWR

Another quarter has come and gone and I am again at the keyboard trying to prepare an interesting and informative letter. As most of you are aware being an officer entails attending two board meetings a year to administer to region business. In reviewing last year's meetings I noticed that both were in Bloomington. The Spring Meeting was held at Bloomington, Indiana in conjunction with the Central Indiana Division Bedford Meet and Annual Meeting which I reported on in an earlier letter. The Fall Meeting was held in Bloomington, Illinois hosted by the IVD. This was an excellent meeting and IVD President Mike Shockley did a superb job of making the arrangements for the MWR. The meeting went very well and the provisions for us to have lunch after the meeting made it a lot more enjoyable for those of us that came from some distance away. There was a division show following the MWR board meeting and I understand that it was an excellent event. I was riding with our treasurer Bryan Lemonds and we needed to leave early to head back to Bloomington, IN. Thank you IVD and Mike for the good job.

Another event that took place last quarter that I neglected to mention was the CIRROPS. I know there was a report on this event in the Waybill but I was involved with part of the operation and want to give my point of view. I assisted Bryan Lemonds with his outstanding Utah Division of the Denver and Rio Grand Western Railroad. Bryan had a full house and I believe all there had a lot of fun running trains. I know I did. Normally I assist as the yardmaster in the Provo and Salt Lake City yards at the west end of the layout. We were able to stay up with the trains coming and going enough so that I was able to take a train out on the road, something that I have not been able to do in the past. Needless to say I had a lot of fun. I would recommend that if you get a chance the next time CIRROPS is scheduled join up and have fun operating on the excellent layouts that are involved.

Other events that have been going on in this end of the Region were the Central Indiana Division's participation in the GTE show in Indianapolis the first week end after the New Year. They usually set up a booth to advertise the NMRA and its activities. I have been told that it was a busy

week end with many visitors looking into the benefits of the NMRA.

The annual Noblesville train show and auction was held the last Sunday of January and again was a huge success with the many admissions to the show. I always like this show as a dealer because you have a lot of customers come by your tables and a lot of them are buyers. The auction this year was quite beneficial to me as one of the items offered was a commercial ceramic model of the unique B&O depot that was in New Albany, IN. The station was built in a triangular shape to fit in between all the railroads serving the area. And I was lucky enough to purchase this interesting item.

In the February, 2011 issue of the Railroad Model Craftsman there is a very interesting article on building the Waupaca-Green Bay Railway engine house. It looks like our editor has been busy working on his railroad and also in showing the rest of us how to do it. If you didn't see the article, be sure to find a copy and read it. You'll be glad you did. Thank you, David!

As I have written before one of the railroads that I model is the C&O RR as it ran between Ashland and Louisville, KY. Recently I have been working to recreate the George Washington Passenger Train as it ran during the late 50s and early 60s. While I was attending the University of Louisville I would occasionally take a break from class and run downtown to the Central Station where the George would start its easterly journey. It was an interesting train that during that period of time would often be pulled by one or two BL2s that were originally ordered by the Pere Marquette Railroad. It ran into Louisville with the head end cars on the back of the train as the C&O had no easy provisions to turn the train. There was just a small turntable to turn the BL2s when only one had been on the head end. I am hoping to get this train complete yet this year so that I can put together a clinic on adapting commercial models into accurate representations of the cars for the train.

I make this comment because being the co-chair of the clinic committee for the CID, I know that there is always a need for new and informative presentations. So if you have a skill or a project that you have completed or are working on, please contact the clinic chair in your area and let them know that you would be willing to make a presentation.

The WAYBILL

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CONTRIBUTIONS

Articles, photographs and artwork are encouraged in either hardcopy or electronic form. The editor uses Quark 4.1 as his publishing software on a Mac. Word documents are also acceptable, but please send the photographs as an attachment. Copy is due by the 10th of February, May, August and November and should be sent to the editor at the above address. Submitted material will be returned upon request.

ADVERTISING

Deadlines for camera ready ads are the same as for the copy deadlines. Please submit by email to the editor as a TIF or .jpeg. We accept only railroad related ads. Advertising rates are:

	yearly	or	per issue
Full page	\$100		\$35
Half page	75		25
Quarter page	50		20
Business card	25		15

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Editor's Column

OPERATION LIFESAVER



I recently attended the 7th Annual visioning session in Lake Forest composed of the areas railroad historical society and museums.

Chip Pew of Operation Lifesaver gave a talk on the importance Operation Lifesaver and railroad safety.

Pew stressed the importance of preaching safety around railroads at our meetings and shows. Safety activities, such as Operation Lifesaver, face a lot of challenges in Illinois, because of the state's status as the nation's rail hub. It is second only to Texas in the number of crossings with around 8,000, down from 9,000 crossings 10 years ago. Pew says that the safest crossing is one that doesn't exist. Illinois is second in track miles only to Texas, and Texas is four and a half times the size of Illinois.

Consequently, there is statistically a far higher chance of something occurring.

Pew, who says he has investigated probably 500 grade crossing fatalities going back to his days with Metra, says that the increase in 2010 stands out in part because 2009 was the best year in terms of accidents and fatalities since records have been kept. Illinois had 78 grade crossing accidents in 2009. Never had there been fewer than 100. Illinois never had fewer than 20 grade crossing deaths, but in 2009 the total was 13. He said the economy may have been responsible, because train traffic decreased in 2009 by 30 per cent, while highway traffic decreased 20 percent.

Now, he says, both have returned to the levels of 2007 and 2008.

Trespassing is the number one way to be killed by a train. Pew says that in the average year, 20-25 people are killed at

authorized crossings in Illinois. Another 30-35 deaths involve trespassers of which about 20 were committing suicide. He says that the Commerce Commission generally considers such deaths to be from trespassing unless there's convincing evidence to the contrary. He says that in most such cases, the victims are walking between the rails or on the edge of ties, and are not crossing the tracks. He reminded those present that trains hang over the rails by three feet on each side. And he says that a freight car truck weighs as much as the average automobile.

Pew says the top age group involved in trespassing and fatalities is 40-49, followed by those in the 30-39 and 50-59 age groups. He says museums and technical groups must implement model behavior so that children learn good habits. He is particularly irked by railfan photographers who have posed subjects on tracks.

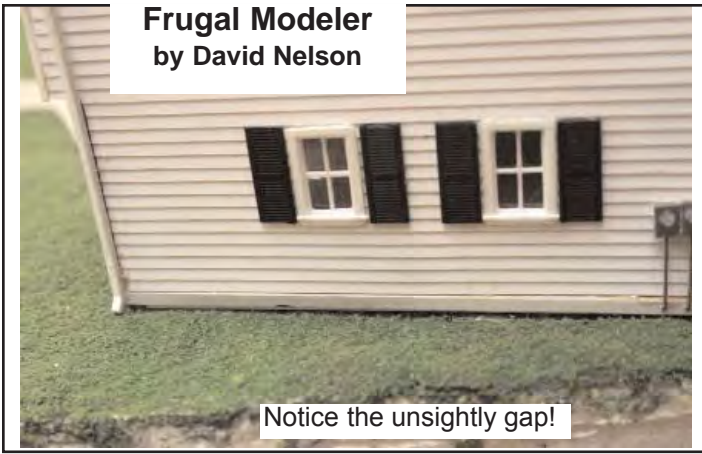
The average Illinois collision does not involve farm crossings, however. Pew said the average accident occurs on a clear December Day between 9 a.m. and 12 noon; it is a train vs. car accident that involves a freight train traveling 40-49 m.p.h. The average driver is 20-29 years old, and has disregarded active warning devices. The average roadway is one that is used by fewer than 1,000 cars a day, while 2-9 trains each day use the line.

Pew urges those who wish to become further involved in Operation Lifesaver as a presenter to call him at 312-636-3034 or e-mail him at cpew@icc.illinois.gov.



Word has just been received that the Chicago & Northwestern Historical Society is planning a joint meet with several other historical societies, including the Milwaukee and Soo Line on October 1 in Sheboygan, WI. This also happens to be the date of the Winnebagoland Fall meet. More details to follow. See you all in Madison in April.

**Frugal Modeler
by David Nelson**



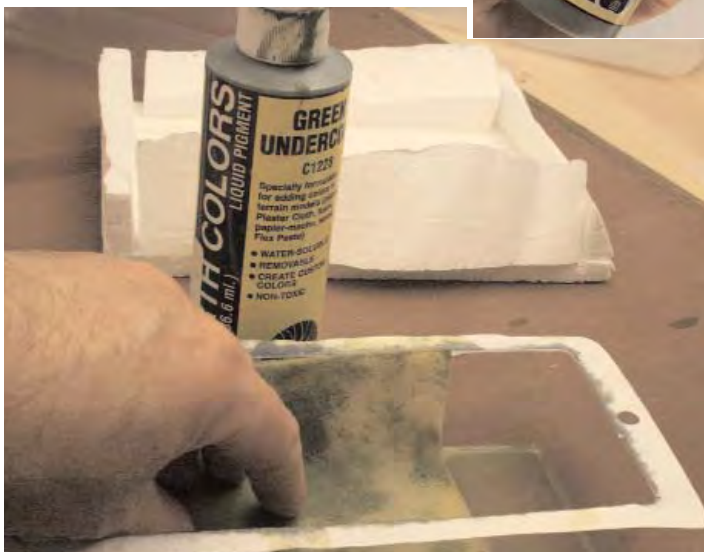
Notice the unsightly gap!

Prototype structures typically sit on a basement or other foundation that extends into the ground, but often our model structures sit on the layout surface, leaving an obvious crack or gap. The more varied and realistic the contour of the ground, the larger and more unsightly that gap becomes.



A common fix (sometimes done temporarily just for photography) is to

mask the gap with a ridge of ground foam, either secured with cement or left loose, but this is not always realistic-looking. Permanently mounting the structure seamlessly on some sort of actual foundation may be ideal, yet



there are good reasons for keeping buildings and structures removable, even on a permanent layout not meant to be moved: concerns about damage when dusting, cleaning, photographing, or working on the layout; needed access to interior lighting; taking the structure to contests or achievement program judging; even swapping out structures for changes of era.

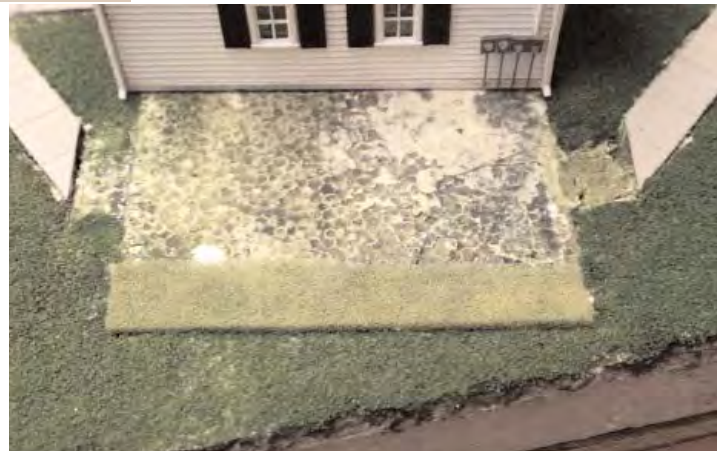
What is needed is a flexible, gap-filling product that appears solid when viewed from ordinary distances: something that can be permanently attached to the foundation area of the layout yet meets the bottom edge of a structure with some precision, in colors that match the surroundings.

Thin strips of foam rubber, placed where the edge of the building meets the layout surface, meet that description. The gap is mostly, even entirely, closed, because the foam rubber naturally compresses or expands to fill and fit any gaps, very much in the manner of a gasket or window-seal product.

I had access to a small supply of thin sheets of foam rubber (originally part of the packaging of a set of compact discs). Thicker sheets used as packaging protection don't seem flexible enough. You want the foam rubber to be thin enough to compress under the weight of the structure model.

Not wanting to alter my structure itself, it made more sense to carefully and precisely place the foam rubber as an outline of the outer edge of the foundation on the layout surface itself, so it is replaceable if and when the need arises.

The foam rubber I had was yellow, close to certain earth tones, but the structure I wanted to try it out with has a grassy yard right up to the foundation, so coloring the foam green was in order. (Other situations might call for earth tones or colored to match a concrete block or brick foundation.) Spray painting the sheet of foam rubber green could make the foam rubber brittle and stiff, defeating the purpose entirely; some spray paints could even destroy the prod-



Above: Foam glued in place before placing house back in position.

uct. The idea was not so much to paint the foam rubber as to dye it, so I lightly soaked the foam rubber in a water-based green dye using diluted Woodland Scenics green scenery tint. Some green acrylic paint dissolved in water would work as well. The foam sits in the greenish water for a time and then is removed to air dry. If the mix is diluted sufficiently the foam rubber is dyed without there being any crust or surface of paint.

When placed carefully it fills the gap very effectively, even when viewed fairly close-up.



Here is the building without the gap. Notice the difference. all photos by the author

Region News



The Badgerland Express 2011 April 15, 16 & 17 2011

The Badgerland Express Midwest Region Convention is just around the corner, April 15, 16 & 17, 2011 at the Radisson Hotel on Grand Canyon Drive in Madison, WI. We have a lot of great events planned and I believe you will find many things to set your interests into high gear. See page 6 for the particulars.

Midwest Region Achievement Program Report by Marvin Preussler MMR- MWR AP Manager

I am happy to report that there has been a lot of activity from our members. Members continue to take part in the Achievement Program all over the Midwest Region. It is always fun to help answer questions and to guide our members in the AP. Take a look at the following:

The following members received AP Certificates:

Louis Venema, Rockville, IN - Volunteer MWR
Certificate # 885
Harry Sorenson, Huntley, IL- Volunteer MWR
Certificate # 887
James Landwehr, Arlington Hts, IL- Volunteer MWR
Certificate # 888
Roger Blocks, Three Lakes, WI Author MWR
Certificate # 889

The following member received the Golden Spike Award:

Paul Wussow, Glen Ellyn, IL

I am looking forward to a great Midwest Region convention in Madison. Hopefully you will be able to attend. So get those models ready for the contest this spring. As always, work with your division Achievement Program Manager first, and if there is a problem, feel free to contact me. Thanks!

Marvin Preussler, MMR

Annual Meeting of Members

Radisson Hotel
Madison, Wisconsin

8:00 pm, Saturday, April 16, 2011

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CN Partners with Madison Children's Museum
By Paul Mangan

CN has partnered with the Madison Children's Museum to help promote both railroading and safety when around trains. In the photo on page 7, Kevin Soucie, Director of Government Affairs for CN presents Ruth Shelly, Executive Director of the Children's Museum with the second part of a \$50,000 donation to the museum.

The SCWD Train Team was invited to be part of the ceremonies on January 4th 2011 at the Museum. The train performed wonderfully for the T.V. cameras and for the presentation. The layout includes scenes

The 2011 Thousand Lakes Region Convention

Three Rails, Three States

May 20-22, 2011
Dubuque, Iowa



- Tours to Iel Barge, Rentex Chemical, and Eagle Window & Door, plus the 4th St. Elevator – the steepest inclined railroad in the world
- Modeling clinics, modeling contests, and layout tours
- Optional riverboat cruise and paddlewheeler lunch
- Amazing railfanning, with the ICE/DME, CN, and BNSF -- up to 35 trains a day!
- A wide variety of non-rail activities, including a craft fair, Dubuque Old Home Enthusiasts tour, Mississippi River Museum & Aquarium, two casinos, and Dubuquefest
- Just \$60 base Convention registration (includes clinics, social, and banquet). A la carte menu for other activities.
- Make room reservations now at the Dubuque Holiday Inn (563-556-2000).

Visit www.thousandlakesregion.org now for the link to our video plus the registration form after Feb 1.



2011 NMRA Winnebagoland Division Spring Meet



"THE LARGEST ONE DAY MEET IN WLD HISTORY!"



SATURDAY May 14th 2011- Neenah, WI

Join the Winnebagoland Division, NMRA as we partner with the Soo Line Historical and Technical Society for our first ever joint meet!

An entire day of learning and camaraderie is what you'll find at this year's WLD Spring Meet. Imagine 15 Clinics on topics from the prototype and scenery techniques to diesel detailing and realistic weathering. It's all happening at the Boys and Girls Brigade Building on May 14th. The SLHTS is holding their first ever mini meet in conjunction with the WLD at this event. Expect to find never before seen clinics on the Soo Line, Wisconsin Central, and DSS&A along with model and photo displays and contests. Bring YOUR models and photos along to share with your fellow model railroaders and historians. All happening under one roof. BE THERE!

CLINICS and PRESENTERS:
 (Possibly more to come!)

- Soo Prototype to Modeling 9:00 - 10:00- Nate Dahms
- Role of a Flagman 9:00 - 10:00 -Rich Hanke
- Trail of Old Kate 9:00 - 10:00 - Larry Easton
- Weathering Models 10:00 - 11:00 -Fred Firkus
- Industries You Can Model 10:00 - 11:00 -Emory Luebke
- The WC/CN Transition Fox Valley 10:00 - 11:00 -Will Watry
- Static Grass 11:00 - 12:00 -David Leider
- Timetable Operations 11:00 - 12:00 -Mark Preussler
- Railfanning the LaCrosse Area 11:00 - 12:00 -Will Watry
- Lunch & NMRA Meeting Shattuck Room 12:00 - 1:00
- Modeling Techniques 1:00 - 2:00 -Dennis Eggert
- DSS&A Photos/R. Campbell Col.1:00 - 2:00 T. Berg/ R.Wehlitz
- Scenery-New Ideas 2:00 - 3:00 -Greg Condon
- SOO at Waupaca 2:00 - 3:00- David Leider

Clinic times and topics subject to change.

MEET & LUNCHEON: Boys and Girls Brigade Building
 109 W. Columbian Ave.
 Neenah, WI 54957
 Corner of S. Commercial St (Hwy. 114) and Columbian in Neenah.

ADMISSION: Meet Only (At The Door) = \$5.00
 Pre-Registered Luncheon Only = \$12.00
 Pre-Registered Meet and Luncheon= \$16.00

SCHEDULE OF EVENTS: Registration 8:00 - 12:00
 Swap Tables and Displays 8:00 - 3:00
 Model/Photo Contest 9:00 - 12:00
 Clinics 9:00-3:00
 Luncheon and NMRA Meeting of Membership 12:00-1:00
 Home Layout Tours: 4:00-8:00 PM

"GENERAL PUBLIC IS WELCOME TO ATTEND"

Pre-Registration Form (REQUIRED for Luncheon). Must be received by 5-11-11

NAME _____ ADDRESS _____

CITY _____ ST. _____ ZIP _____ e-mail _____

\$4.00 (Meet only) _____

Luncheon x \$12.00 _____

Meet and Luncheon x \$16.00 _____

Swap Table Needed? @ \$5.00 ea. = _____

Total Enclosed = _____

RETURN THIS FORM AND PAYMENT TO:

Lynn Jasch, WLD Registrar
1850 Adler Way
Green Bay, WI. 54303

promoting safety at crossings for both pedestrians and vehicles alike. It was great to have the opportunity to talk with Kevin at the museum as we learned that CN operates on more track than any other railroad in Wisconsin.

The Museum is very grateful for this donation and we Train Team members are very happy to have been part of this effort to promote railroads and safety while at the same time promoting our hobby. Train Team members present for the ceremony were Bob Stone, John Haverberg, Mike Vivion, Charlie Karpelenia and Paul Mangan. Not present were Larry Enlow, Steve Lanphear and Joe Myers. Through it all it has been a real pleasure working with the staff at the museum.

If you have not been to the museum yet I suggest you stop in and see for yourself what the hoopla is all about. Adults without children are welcome to visit the museum at no charge to look around; just check in at the front desk to get a visitor badge. They are located at 100 N. Hamilton St. in Madison Wi. You can visit them on the web at MadisonChildrensMuseum.org as well. The staff gets kids involved in things other than video games and television shows. This is a giant step on the road to developing creativity in the minds of young children.



Get on board for the 2011 Badgerland Express

sponsored by the South Central Wisconsin Division
of the National Model Railroad Association

April 15-17, 2011

First Name _____ Last Name _____

Address _____

City _____ State _____ Zip _____

Phone (____) _____ - _____ e-mail _____ NMRA# _____

Fares	Names	Dinners \$30.00/meal				Total
		Qty	Steak	Chicken	Veg	
Full Fare(s) NMRA Member \$60/member (fare does not include the cost of dinner)						
Full Fare(s) Non Member \$65/non-member (fare does not include the cost of dinner)						
Non Rail(s) \$45/Non rail (fare does not include the cost of dinner)						
Youth \$10/Youth (fare does not include the cost of dinner)						
(If more space is needed for names, please attach additional information on separate sheet.)						
Totals						

OPERATING SESSIONS: All Friday operating sessions start at 7pm. Space is limited, so if you plan on participating at an operating session, please indicate below:

Participant Name	Want to operate with	Scale			Total
		O	HO	N	

Please make check payable to: SCWD

Mail registration to: Barb Rothwell, registrar
5667 Concord Dr
Fitchburg WI 53575-1906

Total payment enclosed: _____

Paul
Mangan

**NOTICE:
Next Board Meeting**

**Radisson Hotel
Madison, Wisconsin**

April 17, 2011; 10:00 am

All are welcome to attend

Here is a little history if you have not heard about this adventure. Early in 2010 a Train Team consisting of members of the South Central Wisconsin Division of the Midwest Region was assembled to design and build a G scale layout at the new Children's Museum. A complete layout had been donated to the museum, and I do mean a complete layout. Everything was there with the exception of the plywood and the roadbed. With the help of the museum staff the layout was framed in steel so it could be suspended in an opening between the first and second floors.


After the framework was in place the Train Team went to work. None of us had the experience of building a layout ten feet up in the air, but off we went. Over the next five months we worked about three days a week until the layout finally was up (literally) and running. There were a few glitches in the beginning but these were soon overcome and the train is running well seven days a week. It is heartening to see the looks on the kid's faces when they watch the trains roll on down the tracks. This is what made the adventure worth every bit of work. Thanks to the Madison Children's Museum for the opportunity to work on this project.

A trip to the Madison's Museum is planned for the up coming Badgerland Express 2011 Midwest Region Convention here in Madison. To learn more about the Badgerland Express log on to our web site at www/nmra-scwd.org.

Paul Mangan
Vice – President
Midwest Region - NMRA
welcoming you and you family to Madison Wisconsin and the Badgerland Express 2011.



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