

# Waybill

Mid West Region NMRA –  
Spring 2012



## President's Report

By Bill Litkenhous, President, MWR

I hope every one had a Merry Christmas and Happy New Year with lots of model railroading activities.

Activities in this area this year have been a World's Greatest Hobby Show in Indianapolis this past January. Unfortunately I was not able to attend. The CID also had their January train show featuring the annual auction, always a fun event with the items available for bidding on. My tables were behind a DCC Dealer and specialist and it was very informative sitting there and asking questions about the various decoders and other accessories. I learned a lot about some of the sound decoders available now. The Central Indiana Division has another train show scheduled for April 14, 2012 in Martinsville, IN continuing this tradition.

My activities with the Southern Indiana Railroad Modular Model Railroad Club located in Jeffersonville, IN have been sporadic so far this year. We were supposed to exhibit our modular layout at the Louisville GTE show in late January, but unfortunately they did not include us the year. Not having anything to run my models on, I skipped the show this year. Maybe next year GTE will realize what they missed by not having our exhibit there.

The SIRR is experimenting with operations and we have had one exploratory session so far. I heard that it exposed a lot of areas that we need to improve. Some of our trackwork is not conducive for switching and we will be modifying it. We are planning on using card cards for the operating sessions.

In my travels around southern Indiana from Jeffersonville to Scottsburg to Salem to Bedford and on to Bloomington, I keep my eye on the prototype operations. Jeffersonville and Scottsburg are serviced by the Louisville & Indiana Railroad and trackage rights by CSX. I almost always see the L&I green and yellow diesels in the yard at Jeffersonville and the occasional CSX diesels on their run through trains from Cincinnati.

The old Monon line from Louisville to Salem to Bedford had been full of stored cars, mostly hoppers and center beam type lumber cars for the past two years. But that

has changed this past quarter. In November the lumber cars that were stored on the south end of the line between Bennettsville and Borden were removed from the line. About the same time the hopper cars that were stored on the main line north of Mitchell were moved off line. Then CSX moved the hoppers from the main line at Pekin and north to Farabee. The cars stored on the main at Campbellsville and Fogg were removed. Finally the remainder of the hoppers on the Fogg siding and the box cars and gondolas on the Pekin siding disappeared. The Highway department is building a bypass around the East side of Salem with an overpass over the Fogg siding. They asked the CSX railroad what their plans were for the line trying to avoid building the bridge over the line. CSX replied that they were planning on upgrading the line and start using it again. They probably mean they are clearing the line in preparation for removing it. I hope not.

In some of my travels around the area I am always on the look out for pictures of trolleys and related items. One of the Doctor's office we frequent in Louisville has a series of old black and white photographs on the wall. About half of them have views with Louisville street cars.

One of the restaurants we particularly like is Anne's on the River and is located about one block North of the Ohio River in Jeffersonville. Beside good food they have a G scale track around the ceiling of the main dining room and they have several photographs displayed. One of the photographs is of a interurban car at the station in Charlestown IN.

Last month I went to Hardy's Café on the square in Scottsburg to purchase the book "Backyard Weather Folklore" by John Belski, a Meteorologist from Louisville. This book has about 1,600 ways to predict the weather and is usually a good source of information. While waiting for John to arrive I walked around the café and admired the photos on the walls. There were several of Indiana Railroad Interurban cars and the Scottsburg interurban station that was located where the current post office building is. You never know where you are going to find information that is useful.

Continued on page 3

# The WAYBILL

Editor

David J. Leider MMR  
601 N. Elmhurst Rd.  
Prospect Hts. IL 60070  
847-253-7484  
sooauthor@netzero.net  
Associate Editor  
Jim Osborn

## 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 adds 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 adds. Advertising rates are:

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## Editor's Column

## TRAIN SHOWS & CONVENTIONS

### WORLDS GREATEST HOBBY on tour

This year the world's greatest Hobby Show came to the



Ren-naisance Center in Schaumburg. As booths were free to non-profits, the Fox Valley Division got a booth for the NMRA and I got a booth for the Soo Line Historical Society. The show, with generous advertising, drew an enormous crowd, over 32,000. Of course the big attraction was a free ride on Thomas. Sunday morning I saw people running to be first in line, pushing their strollers at breakneck speed to be first. That line, by the way, stretched for yards, meaning an hour wait for the train. Parking was free, but as Jim Osborn quipped, he had to take a taxi from the parking lot to the show as he had to park so far away.

I was amazed at the interest in trains by the youngsters. The booth next to mine was selling wooden Thomas track and accessories and was always crowded. And the prices were not cheap. The show also contained a vendor area as well as a nice assortment of modular railroads. I am hoping that at least some of the 32,000 attendees left with a spark of an interest in model railroading. It is up to us to promote the hobby. Many of us started with 3-rail Lionel. Maybe the future generation is starting with wooden Thomas track. Hopefully that will translate into more members for the NMRA and historical societies. (Now I know what the new NMRA logo is about, it was based on Thomas the Tank!-same color blue)

Jeff Jar has an article on page 6 regarding how he and several other modular groups combined their railroads to create a mega-modular design for the show.

I also attended the Mad-City Train show last weekend. They had a great turnout and business was brisk at the Soo Line booth. I can not remember the last time they had two perfect days for the show. Usually it snows at least one of them.

The next train show on my calendar is Highwheeler in Palatine. See their add on page 4. This is a great show for the kids, with lots for them to do.

The following week is the annual MidWest Regional Convention. I hope to see you there. If you have not registered, do it soon!

I will be giving two clinics. The first will be on using a static grass applicator. It is not just for static grass. I will show how you can make some realistic trees with it also. The second clinic is on how to get an MMR, based on how I got mine.

Following that is the Springfield Train Show, held on the Sunday after the convention.

Speaking of train shows, I want to welcome a new advertiser, the Cisco Junction Model Railroad Group who will be putting on a train show March 17-18. Their add is on page 4. All proceeds from the show are used in the restoration of their 1874 depot, a very worthwhile cause.

If you are at any of the upcoming shows, stop by and say hello..



Jim Osborn and Mike Hirvela man the NMRA booth at the World's Greatest Hobby Show in Schaumburg. All photos by David Leider

These views of the street car and interurban photos keeps me interested in modeling the electrics. Most of us power our model diesel and steam locomotives via electricity. It's effective but not all that realistic when you think about it, unless, of course you model electric trains. That's exactly what traction modelers do and I am working toward that. I have been asked to develop a presentation on traction modeling, especially hanging the overhead. I have given it some thought and I will work on a clinic on getting started in traction. My goal is to have it and my first traction layout ready by the Central Indiana Division Danville train show next fall and a redo for the Indianapolis Midwest Regional Convention in May of 2013.

I already have most of the material that I need to build my displays: Orr track, line poles, wire, pulloff ears and frogs. I also have an IRR high speed car from Bowser, a pair of Bachmann Peter Witt cars, a Bowser PCC car painted for the Louisville Railway Company and a steeple cab kit bash currently under construction.

I am excited about this project as it gives me a deadline to get things done. Wish me luck

## Region News

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

I am happy to report that there has been tons 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:

<b>Marion Brasher, Spring Valley, IL</b>	<b>Prototype Models</b>
<b>Mark Plank, Syracuse, IN</b>	<b>Volunteer</b>
<b>James E. Six, Millersburg, IN</b>	<b>Author</b>
<b>Bryan Lemonds, Bloomington, IN</b>	<b>Official</b>
<b>Bob Lehnen, Indianapolis, IN</b>	<b>Scenery</b>
<b>Jim McQueeney, Rockford, IL</b>	<b>Prototype Models</b>
<b>Gary Children, West Allis, WI</b>	<b>Author</b>
<b>Gary Children, West Allis, WI</b>	<b>Chief Dispatcher</b>
<b>Roger Blocks, Three Lakes, WI</b>	<b>Volunteer</b>
<b>Donald Cook, Waukegan, IL</b>	<b>Civil Engineer</b>
<b>Jim Osborn, McHenry, IL</b>	<b>Official</b>
<b>Jim Osborn, McHenry, IL</b>	<b>Scenery</b>
<b>Jim Osborn, McHenry, IL</b>	<b>Electrical</b>
<b>Jim Osborn, McHenry, IL</b>	<b>Civil Engineer</b>

The following member received the Golden Spike Award:

**William Boyd, Evanston, IL**

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Now, more big news regarding the AP! We now have a brand new Master Model Railroader in our Midwest Region! It is my pleasure to announce that Jim McQueeney of Rockford, Illinois is now Master Model Railroader # 477. Jim holds the Golden Spike Award and has Certificates in Cars, Prototype Models, Civil, Electrical, Chief Dispatcher, Volunteer, and Author. So if you know Jim or see him at a meet, be sure to congratulate him on this major achievement in the hobby. From everyone in the Midwest Region, congratulations Jim, on earning Master Model Railroader # 477! Be sure to pass on what you have learned to anyone interested in becoming a MMR!

It has been a busy time in the AP in our Midwest Region. I have been busy processing an average of 4-5 sets of paperwork per month for AP certificates for our members. Certainly the AP is alive and well in our region. With the winter months in full swing, I am sure there will be more activity in the AP as we head to the basement to work on various modeling projects. Hopefully there will be a lot of models in the contest at our next Midwest Region meet which is taking place in March in Illinois. So take a look at the NMRA website, and see what you may qualify for and set a goal.

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 - MWR AP Manager

# Cisco Junction

## TRAIN SHOW

Saturday March 17 9AM-4PM

Sunday March 18 9AM-4PM

At The Cisco Center  
North Eldon Street  
Cisco Illinois

Take exit 156 on I-72 between Champaign and Decatur

Admission: Donation of \$3.00

Children 12 & under free with adult

All proceeds used to update the 1874 Cisco depot. In 1867 the original property was purchased for the "Champaign-Monticello-Decatur Railroad". Construction was started on the railroad and was completed in 1873. In November 1873 the first regular trains were primarily freight with one passenger car. As ridership grew, a passenger train was added and nicknamed "Old Barney" after Cisco resident "Barney Malloy" an employee of the railroad. In 1874 depots were built in Cisco, Argenta and Oreana along with the completion of a telegraph line. Passenger service ended in 1939 but the tracks are still in use to this day. The tracks are now owned by Topflight Grain Co-Operative of Bement, Illinois. The Decatur Junction Railway Company provides the co-op with service.



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The 34th Annual High Wheeler Train Show  
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[www.foxvalleydivision.org](http://www.foxvalleydivision.org)

Annual Meeting  
of Members

President Abraham Lincoln Hotel  
Springfield, Illinois

9:00 pm, Saturday, March 10, 2012

Next Board Meeting

President Abraham Lincoln Hotel  
Springfield, Illinois

March 11, 2012; 9:00 am



# RAILSPLITTER 2012

March 8 - 11, 2012 - Springfield, Illinois

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Please Print!

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Select	Early Registration - BEFORE January 31, 2012	Amount
	Full Fare, NMRA Member <i>(Includes all clinics and Masters of Model Railroadng-Unplugged)</i>	\$80
	Full Fare, Non NMRA Member <i>(Includes all clinics and Masters of Model Railroadng-Unplugged)</i>	\$90
	Model Railroadng Masters – Unplugged <i>(No Clinics - Saturday Night Event Only)</i>	\$30
	Model Railroadng Masters – Unplugged, Non NMRA Member <i>(No clinics.)</i>	\$40
	Non Rail – Companion Fare <i>(Includes all Non Rail &amp; Companion activities and Saturday Night Event)</i>	\$30
	Layout Tours Only <i>(No Clinics and no Saturday Night Event)</i>	\$10

TOTAL AMOUNT OF EARLY REGISTRATION: \_\_\_\_\_

Select	Registration - AFTER January 31, 2012	Amount
	Full Fare, NMRA Member <i>(Includes all clinics and Masters of Model Railroadng-Unplugged)</i>	\$95
	Full Fare, Non NMRA Member <i>(Includes all clinics and Masters of Model Railroadng-Unplugged)</i>	\$105
	Model Railroadng Masters – Unplugged <i>(No Clinics Saturday Night Event Only)</i>	\$40
	Model Railroadng Masters – Unplugged, Non NMRA Member <i>(No clinics.)</i>	\$50
	Non Rail – Companion Fare <i>(Includes all Non Rail &amp; Companion activities and Saturday Night Event)</i>	\$45
	Layout Tours Only <i>(No Clinics and no Saturday Night Event)</i>	\$15

TOTAL AMOUNT OF REGULAR REGISTRATION: \_\_\_\_\_

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Conference Hotel Information: President Abraham Lincoln Hotel  
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[www.presidentabrahamlincolnhotel.com](http://www.presidentabrahamlincolnhotel.com) Conference ID: Railsplitter 2012

Hotel rooms need to be reserved by February 10, 2012!



[www.railsplitter2012.org](http://www.railsplitter2012.org)

## Mega HO Modular Layout

by Jeff Jarr NS&W Modular Club Coordinator

This January the World's Greatest Hobby Show came to town at the Schaumburg Convention Center. If you attended you may have seen the HO scale mega-modular layout on display.

The huge layout was a collaborative effort between four local modular groups. Members from the Northwest Trainmasters, Will County Model Railroad Association, Bolingbrook Model Railroad Club, and the North Shore & Western Modular Club participated to arrange and assemble the 100 x 40 foot monster with over five scale miles of track. The layout included many modules from each club and featured two major staging yards, double and single track mainline running, two branchlines, and numerous industries to support operations. The idea for the mega layout was first conceived at Trainfest last November. With only a few months to prepare for the WGH show, all four groups took up the challenge of making the dream layout a reality. Weeks of planning, coordination, and a lot of work making all the required electrical adaptations and physical transitions went into executing this huge effort. Over thirty individuals from the four groups came together, pooled their resources and made it all happen. The layout was a blast to run on and it looked fantastic. Many new friendships were made and everyone involved had a great time. I personally enjoyed talking with and answering questions from all the people who attended the show. The sheer size of the layout drew a lot of attention and was a great opportunity to introduce others to what the hobby has to offer. Most importantly, it was a lot of fun. The WGH show demonstrated what can be accomplished when cooperation, teamwork and a group of motivated model railroaders with a common goal to make something incredible all come together. You can look for more cooperative efforts from these clubs in the future. I believe the spirit of model railroading is alive and well.



Jeff surveys his domain at the show.

## National News

- Registration for Grand Rails 2012 will be handled in a new way. Instead of the large registration package inserted into NMRA Magazine, the full package can be downloaded from [www.gr2012.org](http://www.gr2012.org). Those who prefer a printed piece can send their request, along with their name and address to: GR 2012 Registrar, 4165 Costa NE, Grand Rapids, MI 49525. There will also be a registration form and ad appearing in an upcoming issue of NMRA Magazine.
- Even though Grand Rails 2012 has over 200 clinic slots filled, they're still looking for more. If you are interested in presenting, go to [www.gr2012.org](http://www.gr2012.org) and click on the clinic application page. In addition, there's still some space left for modular layouts at the National Train Show. If you would like to participate, visit the convention's website and click on the "Contact us" link and tell the Convention Committee what you'd like to bring.
- NMRA elections are coming up soon. The official ballot was prepared by the National Nominating Committee according to the procedures laid out in the Regulations and the Executive Handbook (available at [www.nmra.org](http://www.nmra.org)). It was an insert in the center of the February issue of NMRA Magazine, which was mailed to all voting members. Ballots must be returned to NMRA headquarters, "Attention Ballot Committee," and must be postmarked by April 10, 2012 and received by April 15, 2012.

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• Model Contest: Dennis (above) or Eugene Much (920) 596-3484  
• Chamber of Commerce: call (715) 258-7343 or [www.WaupacaEvents.com](http://www.WaupacaEvents.com)

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## Fan or Foamer

By Mike McReynolds

A very enjoyable part of the model railroad hobby is road trips to real rail operations for the purpose of photographing or recording a prototype in order to model it. The way you conduct yourself on these excursions may well determine the enjoyment and success of the outing.

In general, railroad employees use the term "Foamer" when referring to rail fans. The connotation being wild-eyed, scanner-carrying individuals with timetables sticking out of their pockets, three cameras hung around the neck and a hat-full of railroad pins, who literally froths at the mouth in excitement when they get around a railroad. While these types are in the minority, it only takes a few encounters with them to sour the railroads on spectators in general.

There are some things you can do to be a good guest. First and foremost, be upfront; ask permission before you start. A lot of the shortlines in particular don't mind visitors if they announce themselves first. Mainline railroads are a little more difficult, but by being polite and honest, they might point out some good locations that satisfy their need for security and your desire for good photos.

Remember that railroads are private property. If you are closer than 30-40 feet from the rails you are probably trespassing and can be cited or even arrested for being there. Railroad police are not very forgiving of someone sneaking around the property in today's security climate.

When you talk to railroad employees, resist the temptation to pepper them with questions about equipment or operations. Most employees, with a few exceptions, don't know or care what type of engine is sitting on the tracks. All they know is it rides rough and the toilet needs to be dumped. Railroads are busy places and workers don't have time to give you a schedule of events.

If you are rail-fanning from the street, remember to be a courteous driver. I recall when the Freedom Train came through in 1976; Highway 99 was log-

jammed by a group of cars pacing the train at 45 mph from Sacramento to Fresno. Commuters and truckers trying to make a living couldn't get through the blockade.

You can be an extra pair of eyes for the railroad. Carry the phone number of the railroad police in your area. If you see an obvious problem (someone stealing or damaging railroad property) give them a call. This will generate a lot of goodwill. Remember, it only takes a few 'bad apples' to give all of us a black eye. Any bonus points you can rack up will do a lot for the rail fan community.

Railroads are dangerous places. Train crews must be constantly vigilant to protect their crewmates from injury. Having extra people wandering around adds tremendously to the stress of the job and will not make you a welcome visitor. Under no circumstances should you ever climb over or crawl under railcars to get the sun on the 'right' side of the train. Besides being dangerous and foolish, it will get you escorted from the property without delay. When trying to get that head-on shot, stand on the outside of a curve and aim down the straight rail instead of getting between the rails, which earns you negative points.

Just be as careful and considerate as you would want someone to be on your property and there's a good chance you will be welcome to return for another enjoyable day of rail-fanning.



Mike is a retired railroader with 28 years with M&ET, 11 years as a steam engineer at Railtown and 13 years as a volunteer for Operation Lifesaver. (photo by Paul Niedhamer)

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