

# Waybill

Mid West Region NMRA –Spring 2026

**NMRA**



**MIDWEST  
REGION**



# The *WAYBILL*

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## The *WAYBILL*

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### SUBSCRIPTIONS

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### CONTRIBUTIONS

Articles, photographs and artwork are encouraged in either hardcopy or electronic form. The editor uses Quark 5.0 as his publishing software on a Mac. Word documents are also acceptable, but please send the photographs as an attachment. Copy is due by the 10th of February, May, August and November and should be sent to the editor at the above address. Submitted material will be returned upon request.

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### In this issue

Page 2	Editor's Musing	David Leider MMR
Pages 3-4	Presidents Report	John Coy MMR
Page 4	Next BOD Meeting	
Page 5	AP Report	Jim Landwehr
Pages 5-9	The Frugal Modeler	Dave Nelson
Pages 10-14	Scratch Built Trackside Transfer Building	Mark Willmering
Page 16	Riverside & Great Northern Railway	David Leider MMR

### Editor's Musings

Still time to vote for the four Director-At-Large positions. They are being contested by 11 candidates, so your vote is very important. Plus there are two other initiatives, the amended and proposed constitution and approval of several by-law changes.

For your information, the following are running for DAL:

Robert Petit-Michiana Division  
John Poray-Central Indiana Division  
Bruce Backus-Illinois Terminal Div.  
Steve Preston-South Central Wi. Div.  
James Marciniak-Dupage Division  
Patrick J. Timpe-Central Indiana Div.  
Jeremy Reese-Winnebagoland Div.  
Gerry Ring-Winnebagoland Div.  
Rich Hoker-Fox Valley Division  
John Schaffer-South Central Wi. Div.  
Bill Moede-Winnebagoland Div.

The ballot and candidate biographies are in a special election Waybill edition that can be accessed on the **Waybill** web-page, or go to the MWR Website at to vote directly.  
<https://www.mwr-nmra.org/>

### ON THE COVER

At the Riverside & Great Northern Railway, Engineer eases number 1924 onto the turntable to reverse direction before the trip back to the depot. For more information and photos of the R&GN, see page 15. Photo by David Leider.

After no kit-building for several years as I worked on the layout, I returned in a big way, painting and decaling eleven resin kits that I had partially assembled. I still need to add some weathering, but at least they are on the layout and not in boxes on the shelf.



Yarmouth Model Works #136 Soo Line Stock car



Above Funaro & Camerlengo 6930-6932 B&O M53 Wagontop boxcar with Westerfield #6701 AC&F 40' type III reefer URTC/MILW 1920s.

Below: R&GN train ready to depart the station.



## President's Report (John's Junction) John Coy MMR president, MWR



Happy New Year 2026! I hope that Santa was good to you!

Another winter is upon us in the MWR meaning it is the ideal time to be model railroading! There is a tremendous amount of activity going on in the National Model Railroad Association! There has never

been a better time to be a member!

Before I launch into my list of things going on, a reminder that I have put into each one of my articles since May 2025, If you are contacted via email or text supposedly by me, or any other Board Member, asking you for money, gift cards, electronic transfer of funds, etc., there is a 100% chance it is fraudulent scheme. This is a common occurrence and not just for the MWR / NMRA.

New NMRA Logo Released! There is a good chance that you may have seen our new NMRA logo. Everyone has an opinion. But, please keep in mind the purpose was and is to make our "brand" more recognizable worldwide. There are literally hundreds of very attractive, creative and cool logos in our Divisions and Regions. However, to someone from the outside looking in, they would think we were all on different teams.

There are members in the NMRA who don't understand our organizational structure. So how can we as an organization expect "outsiders" to know that we are all NMRA? Coming up with and having one logo was an excellent business decision by our National Board. It will help all of us to promote the NMRA, wherever we may be.

I feel that it is critical that all of us promote the NMRA and not our Region and Division. Why? A ton of folks you encounter, especially on the Internet, are not going to be in your Region/Division. We, that is the NMRA, wins whenever and wherever we gain another member, regardless of where on planet Earth that person may reside.

Which leads me to my "ASK SOMEONE" that I've written about before several times. The most effective means that I personally have discovered to gain members is to ask someone on one to one. And, if by chance that person lives in your world to mentor and support them, and help them to be informed



about upcoming events.

I have even got into extended conversations on Facebook sites where I asked a person to join the NMRA. One person joined from northeast Ohio and the other from York, Pennsylvania---which is where the world famous York Train Show is held. York is a HUGE deal in the O gauge world.

Next, I want to commend MWR Vice-President Dr. Robert J. Perry for pursuing an insurance concern we had pertaining to coverage of officers on the MWR Board. As of January 1, 2026, the MWR has what is known as D&O Insurance; which protects MWR Board members from potential legal issues in regard to MWR operations.

Unfortunately, this D&O Insurance ONLY covers the MWR Board. National has their own D&O Insurance. I would have wrongly believed that the National policy would cover each Region and Division. It does NOT.

I would recommend each Division check with Vice-President Dr. Robert J. Perry for information. It is entirely up to each individual entity if it wishes to have D&O Insurance or not. Regardless, this is a discus-

sion that each Division Board should have.

Since the last Waybill, there have been a multitude of events including the Carmel Indiana Library Display event that had an attendance of 1200 people! This display has the record in the Central Indiana Division for highest number of attendees.

The best thing of all is that it draws many families, including children, who don't see model trains anywhere else. Central Indiana member Jim Shellhaas has been manager of that event for many years now. My hat is off to Jim!

The second greatest thing is that this event costs the Central Indiana Division ZERO dollars and yet it draws the record crowd! And, we have gotten several new members as well! There is an idea—public library DISPLAY events—displays in your own town. This is NOT the typical train show flea market. It is a great way to reach out and promote the hobby!

On November 8, 2025, the Fall MWR Board Meeting took place on Zoom! We approved the updated MWR Constitution and By-Laws, but the membership as-a-whole has to vote on accepting these documents.

The vote on this is on the MWR 2026 Election ballot. The MWR election has 4 Director-at-Large positions “open” for May of 2026.

There are 11 people are running for four positions. This is AWESOME!

Too many times our elections only have a few candidates and it is a foregone conclusion.

Apathy has run rampant in the MWR and the NMRA as a whole for too many years. I'm the guy who has read every page of every NMRA national newsletter since 1935. Therefore, I'm not giving you an opinion of apathy, rather a documented fact.

The NMRA has been fortunate that the vast majority of people on Boards have had integrity, but there have been a couple of very bad situations in the past, one specifically that included the NMRA making the front page of a HUGE newspaper for all of the wrong reasons. YOUR VOTE DOES MATTER.

Trainfest! Promoted by National, supported by MWR members, and others, was highly successful! I'm not going to write a huge amount about this event because it was already done in a very recent NMRA national magazine. This show may become the NMRA show of shows one day!

In December 2025, we had our mandated / required MWR Members Meeting online. The Michiana Division was gracious to host us. I was

STUNNED and ASTONISHED. In the past, it's been like pulling teeth to get people to a Member's meeting. I believe that I saw 55 members on the Zoom listing. We will absolutely ZOOM another Member's Meeting next year! I was exceptionally pleased with the turnout.

I along with MWR VP Robert Perry, went to Columbus, Indiana, to visit MMR Ron Lane, who received his first AP Certificate in 1962!!! It is hanging on a wall by his home layout. Ron took 48 years on his path to becoming an MMR! 48 years!!! I believe that is record that may never be broken. Ron is not a young man by any means. However, he is still a ball of fire! He is an amazing man. Fate connected me to him.

LASTLY but NOT least, I have written about Region Field Trips for 2026. One will be at the Rochelle Railroad Park (ILLINOIS) on a weekend in April or May 2026. Because of the “timing” of the Waybill, you probably won't see a notice about this field trip as by the May deadline, the event may possibly be over.

We will email everyone. I will contact the Division leaders to get the word out as well. The Rochelle Railroad Park is a train watchers site with lots of action at the diamonds! Please come out as this site is kind of “central” to many region Members. We hope to have a picnic lunch, maybe? Weather conditions? Temp? That time of year is a coin flip.

Last word: Register for the National Convention in 2026 before it's too late! That happened to multiple members in 2025.

The next MWR BoD meeting will be held via the on-line Zoom application on Saturday, May 2, 2026 at 9:00 am CDT. The meeting log-in credentials will be distributed by email to the BoD members approximately 1 week before the meeting. If you wish to participate as a guest, please contact the MWR Webmaster at: [mwr.nmra.webmaster@gmail.com](mailto:mwr.nmra.webmaster@gmail.com) with your request.

# 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 member received an award:

Roger Kujawa                  Morton, IL                  Scenery

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

Thanks,  
Jim

## The Frugal Modeler By Dave Nelson

Open loads of rock such as ballast, rip-rap, and pebbles/gravel, show up fairly often during rail-fanning, but less so on model railroads, even though rail-served gravel pits and rock quarries make effective scenes on model layouts because they call for interesting equipment and a mix of rail cars. With the right backdrop, a pit or quarry can be squeezed onto



even a small layout and be a useful source of modeled traffic.

At large quarries, explosive charges free up the rock which will then be crushed and sorted by size. Less commonly, substantial blocks of limestone, sandstone, marble, granite, etc., are removed from solid rock seams in large pieces called “benches.” When shipped these large blocks are known as “dimensional stone.” In Jeff Wilson’s chapter on quarries in his book *The Model Railroader’s Guide to Industries Along the Tracks 4* (Kalmbach 2010) he mentions that in 2008, out of the billions of tons of rock and stone quarried in the US, just 2 million tons were of dimensional stone. Dimensional stone open loads are so uncommon, I’ve only captured three in nearly 50 years of railfan photography, and they’re rarely modeled.

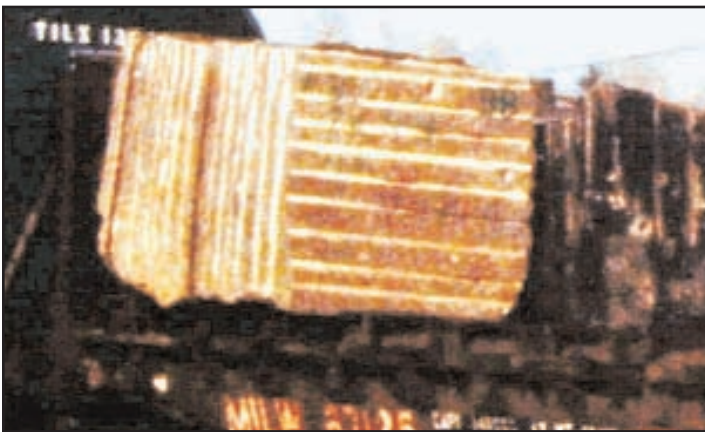


A bench of the desired size might be loosened from its seam by perforating it with parallel drilled holes along a cut-line, then removed using large disc

saws, hydraulic splitters, chain saws, diamond wire saws, or small explosive charges. I found a web page, with videos, for WORD Rock Drill's "RAPTOR" brand of compressed air line drill machines that use a camera alignment system to ensure parallel drilled holes. The drill rods can be up to 10'6" long and the machine can handle a single straight pass up to 116" long of drilled holes in increments down to one inch. Google "RAPTOR quarry drills."

Those drilled holes give a load of dimensional stone a distinctive, even confusing, appearance. In 1987 I photographed Milwaukee Road 87135, a flat-car with half-height bulkheads, on a CP freight in Milwaukee. At each end of the car, oblong benches of stone were chained; they had a pattern of alternating gray and white vertical stripes on the side and horizontal stripes on the end. I puzzled about those stripes until I shared my photo with Keith Kohlmann, who literally "wrote the book" on open loads. Keith told me how dimensional stone loads are harvested – the "stripes" are actually parallel drill marks.

I soon realized I'd taken two other dimensional load photos in Galesburg IL: in 2004 of BNSF gondola 511912 holding four large blocks of a similarly-patterned rock, likely granite, and almost pink in color; and in 2014 showing BNSF bulkhead flat 546236 with 8 large dimensional stone blocks, 4 at each end of the car, two across, held in place with side stakes and resting on lumber, perhaps 2"x8"s.



The solid gray stone looks like limestone, with a very few widely spaced drill marks. Each block appears to be numbered with chalk. I guesstimate the size of each as roughly 4x4x6 feet. The tops (and bottoms?) are rather smooth, while sides and ends are rougher.

I showed these images to fellow members of the NMRA Michiana Division's Thursday night Zoom group, who offered ideas on how to model these dimensional stone loads. Lloyd Keyser advised using molded plaster. Rummaging through my "frugal" box of discarded plastic packaging I came up with easy ways to create an open top mold. Bits of nonstick aluminum foil can ease removal of the castings and add texture to the casting. I used Hydrocal plaster from Woodland Scenics; the final castings, dead white, were a little soft likely due to the age of the plaster. Where needed, I sized and shaped the castings more accurately using a mini-hack saw with a thin narrow kerf blade. Any leftover bits of plaster can be used to test the best mixes of pigment.

The rough-sided limestone blocks were cast using an old dental floss container. I rubbed the tops and bottoms on plywood for semi-smoothness, then tortured the sides with a screwdriver blade and a suede brush. A very dilute wash of isopropyl alcohol and India ink, applied almost "dry" with a Q-tip, captured the light gray of the prototype. The few drill marks are not a contrasting color.

For the striped-looking granite blocks, I lightly roughened the sides and ends, and used a drywall screw to etch the drill marks into the hard surface. Don't freehand this, use a small jeweler's 90 degree try square. A light wash of that dilute India ink in alcohol keeps the drill marks from being dead white, followed by a carefully-applied semi-dry wash of a hint of reddish/gray acrylic paint in water or alcohol, using a Q-tip so that the color does not flow into the drill marks.

For this article my modeling only approximates my photos: I did not attempt to model the chains or markings on the blocks, and the rolling stock – a red corrugated-side gon, a flatcar with half-height bulkheads, and an elderly Train Miniature 40' flat car with full-height bulkheads -- is off-the-shelf and un-weathered.

While reasonably satisfied with the cast plaster loads, since not all modelers will want to try molded plaster, I experimented using an inexpensive set of modeling clay sticks from a toy store. They are close to perfect width for a flatcar load. A wash of





thinned white paint softened the buff color of my chosen stick, but the clay is too soft to use the drywall screw for the drill marks; I had better luck slowly and carefully drawing the clay stick across the blade of a large-toothed saw held in a vise. That method does not seem to work quite so easily with plaster castings.

The clay loads, while certainly frugal enough, were not fired in a kiln and won't stand up well to regular handling, so they might be impractical for many modelers. Other/better ways to replicate the look of dimensional stone loads might occur to me, but I know it can be done with plaster and, with reservations about durability, clay. Remember, unless you model a rail line that serves a dimensional stone quarry or has a dimensional stone customer, these loads should be infrequent sightings on the layout





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"One of these boulders"  
Twenty five tons ready for shipment.

After reading Dave's article, I remembered this boulder on a flat car from the 1900's on the Waupaca-Green Bay Railroad. Note it is placed over the truck.

## Scratch Built Trackside Transfer Building By Mark Willmering, WISE Division

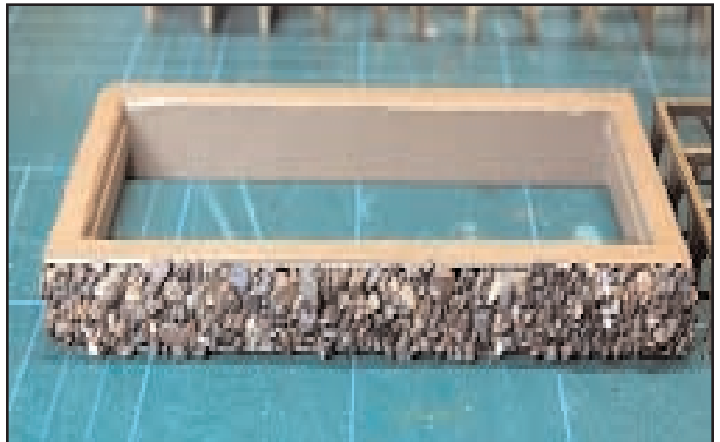
The trackside transfer building was built for rail to truck service. There are hundreds of designs and building materials of this type of building throughout the country. The design picked is usually considered by what's going to be stored, the location and the cost or the availability of materials in the area. The inspiration for the building I designed is from a mixture of photos that I have found and what I needed for my layout.

I wanted the building base to have an old farmhouse stone foundation. This type of foundation was usually made of rocks that were found on the property and will become a distinctive feature of this structure.

I used styrene angles to make a frame to hold the gravel for the foundation. I glued the angles together to form a u-channel that is .6 inch tall or about 5 scale feet. After I install the floor, this will be the height of the dock.



I have about a container of small gravel I have collected on my travels that I use for my scenery on my Rock Harbor Railroad. I sorted the gravel to get the sizes that I wanted and then washed and dried them. This will become the building foundation.

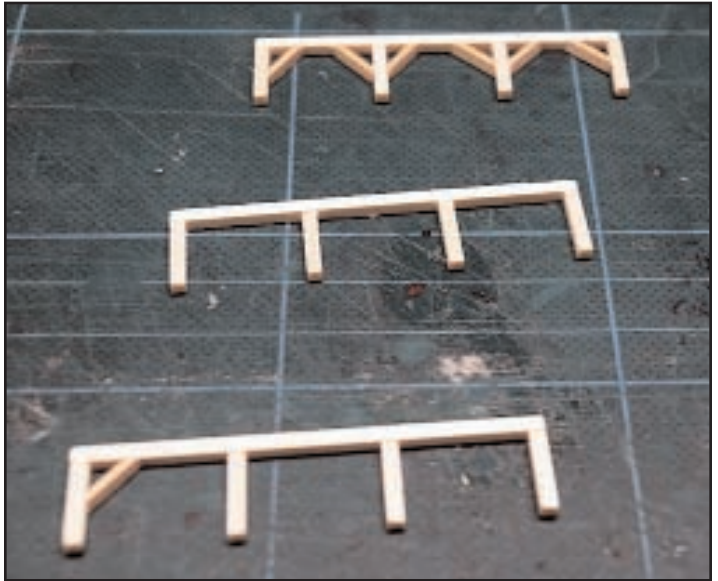


I stood the styrene form on its side and filled the channel with the selected gravel. I used diluted white glue to hold the gravel in place. The four sides of the foundation took 4 days to complete letting the glue dry completely between applications.

I cut out the center of the frame so the floor joists under the building would be exposed if I turn it over. The frame was then painted a light brown. I dusted the stones with a mixture of brown and black chalk to knock off the shine and coated the foundation with Dullcote.



I made a couple of support prototypes while waiting for the stain to dry. These were then stained and used in the back.

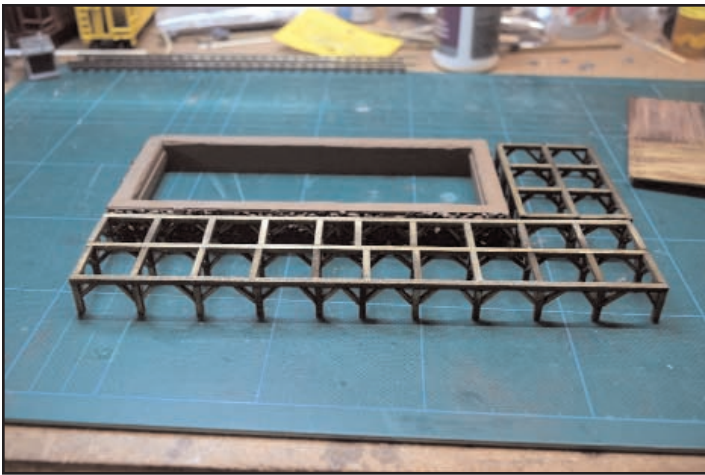


I assembled the dock supports in 2 sections.



The wrap around dock is supported with 8x8 timbers spaced about every 5 feet. The final dimensions for the L-shaped dock will be 32'x58'. I cut angle supports for upright timbers using scale 4x8 wood. The cut wood was then stained and left to dry.





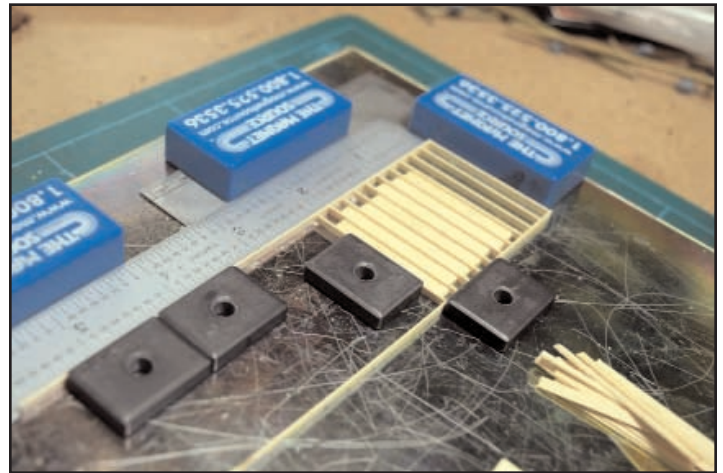
I cut a piece of thin plywood to the footprint of the building and secured the stone foundation and dock supports to it. I added floor joists and a set of stairs to form the underside of the building.



I made some spacers to set the studs at 16" on center. It was easier to build the walls without window or door openings at this point.



The decking for the dock and the building was made with different lengths of wood. None of the planks are longer than 20 scale feet. I added nail holes to the boards with a metal dental pick on the outdoor section and then pre stained the planks.



The studs were not stained or painted as would be in a prototype.



Individual siding boards were then added to the outside walls. Before I attached the boards, I treated them with a red stain and immediately wiped off any excess. After the stain dried over-night, I painted a grayish color to the walls. The walls are not attached to each other just yet.

The windows and door supports were then framed in and the openings cut. It was easier to do this now because adding the outside planks stiffened up the walls.



I cut and notched the rafters and sill beams and assembled the interior of the roof. After the glue dried, I removed it from the building and added plywood to the top. This will be the base to support the corrugated metal roof.





I scrapped off some of the grayish paint from the walls to give it a worn look before I started framing the doors and windows. The doors and door frames are made from individual pieces of scale lumber as are the window frames. I used blister package plastic from a vegetable box for the window glazing.



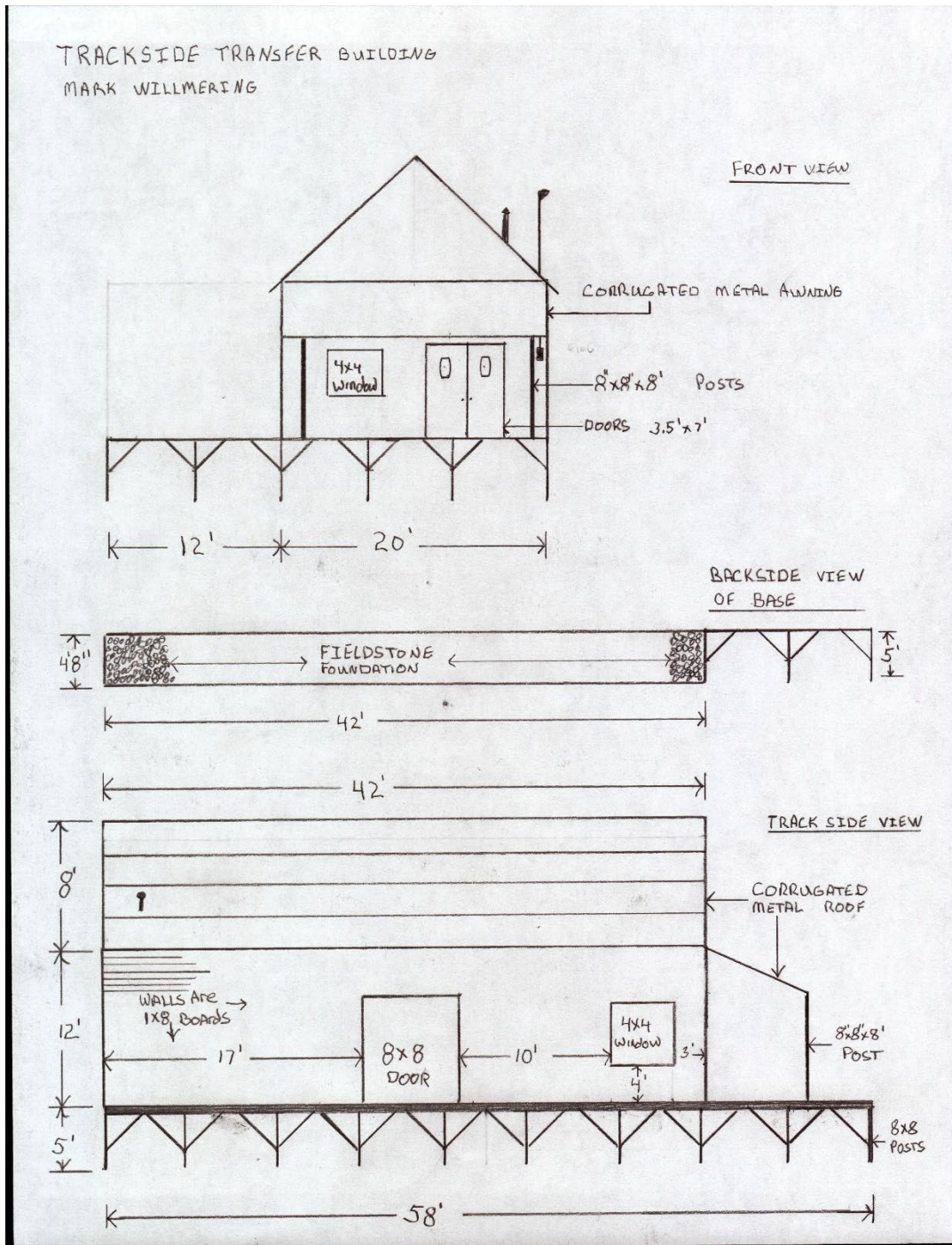
The interior walls in the warehouse section were left unimproved but the office room in the front has finished walls. I glued the metal roof to the plywood and let it dry overnight. I then sprayed it with a gray primer, when it dried, I used a rust wash on the roof. I cut holes for the vents and added heavier rust. I repeated the process for the side awning.

The walls went up and the roof went on. Corner trim was added where the walls came together. Gutters were cut and the electrical box installed. I also added a few signs and detailed the interior. My construction plans and details follow on the next page.

This was a fun project creating a scratch-built structure for an AP merit award and also adding a distinctive building on my layout.



Trackside Transfer Building Plan



Additional Details

- The floor under the building sits on joists 2"x16"x16' on a fieldstone foundation. There is a set of stairs going to the basement for additional storage.
- The dock and porch sit on a platform of 8x8 posts 6' into the ground. 10x10 timbers make up the horizontal beams with 4x8 diagonal bracing. On top of that is a floor made of 4x12s.
- The walls are framed in with 2x8s with a 2x8 base and a 4x8 header. All the studs are 16" on center.
- Window and door headers are 8x8. The rafters are 2x10 with a 2x12 center beam.
- The outside walls are covered with 1x8 clapboard. The inside of the warehouse has exposed framing and the office has finished walls of plywood. There is a counter for customer interaction and a wood stove for heat.
- The stove is in the corner of the office 3' from the walls with the stack protruding through the roof directly above it.

- The electrical power comes into the building at the front with a hookup 6' above the roof. The meter is on the outside with the conduit running up the front wall.
- In the back of the warehouse is a small room with a commode and a sink. The sanitary stack runs up the wall between the framing.
- The roof is made of corrugated metal over a plywood base. The metal is 5'x16' strips overlapping the one below and next to it.
- Gutters were installed on the dock side and at the end of the awning on the porch.

## Riverside & Great Northern Railway by David J. Leider MMR

The 15 inch gauge miniature R&GN railroad is located in Sauk County, Wisconsin near The Wisconsin Dells. It uses the former shops and grounds of the Sandley Light Railway Equipment Works, a miniature train manufacturing business of the father and son team of Elmer and Norman Sandley. It was constructed to showcase their work. It is a replica of the C&NW depot and shops.

The Riverside & Great Northern Preservation Society purchased the grounds from the Sandley's after they went out of business. The railroad features

a two mile train ride through the forested rolling hills of the dells. The grounds also include a gift shop serving as the entrance, a picnic seating area and the the Joinery building where coaches are restored and maintained.

The grounds are a good area for spending an afternoon watching trains.



Its run over, number 1924 is getting water for th next trip.



Looking at the engine house and water tank. The mainline is between both.



Mark and Marv Preussler, both MMR's, prepare to board. The event was part of the Soo Line Historical & Technical Society convention last September.



Looking back across the turntable at the roundhouse. The SLHTS was given a behind-the-scenes tour of the roundhouse, engine shop and car shops.