

CHATTER FROM THE CRUMMY



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OFFICIAL NEWSLETTER OF THE WAUPACA AREA MODEL RAILROADERS LTD.

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MARQUETTE-MARSHFIELD BY ROGER HILDEBRANDT

With a little help from the peanut gallery and the war lords the Waupaca Area Model Railroaders were able to do two shows in two weeks. Marquette being the farthest of the two, some 240 miles or about five hours driving time which ever is easier for you to comprehend. Andrew and little Paul kept trains running most of the time during the show. Two of the clubs prettiest war lords--Virg and Julie--were there also to help supervise set up and take down of the layout. They also saw to it that the water in the swimming pool didn't get too _____ and that the local malls got some of that good Wisconsin green backs. We also are thankful for the help from the U.P. Shortliners. Since we were unable to get the layout carts into the building, they jumped right in and carried each module in for us. On Sunday, a color picture of the railroad wreck on our layout made the front page of the local paper helping to bring in more general public that day. Eugene H. alias Eugene Much, was also in the photo at the throttle of a hot freight headed for Junction City. On Sunday morning, we were treated to a guided tour of the L.S.&I. shop and a self-guided tour of the two ore docks in town. This show was done in conjunction with the WinnebagoLand Division Fall Meet so we attended the banquet Saturday evening at pool side. Yours truly had to M.C. and get to do one of the things he does best--pick on everyone else.

A week later we headed to Marshfield. No need to say who was all there because it was most of you all, 12 all told. We could have helped set up the Marshfield clubs layout this time, but couldn't figure out the red and green dots. As usual we had a lot of nice comments about our layout. This is truly getting to be one of the better mall shows in our area with all the vendors that were there plus the hobby shop right across the road. All the major eateries within walking distance doesn't hurt either. The Wausau part of the layout is starting to get used for what it was intended for. That is for us to operate on during a show without interfering with trains on the main line during the show. Paul seems to get off on putting trains together in the Stevens Point yard and sending them to Wausau for Jan and Arpad to switch out. If he thinks that is fun, wait until he discovers the difference between boys and girls. In case any one didn't notice the day after we got back from Marquette, they got 2 inches of snow and the day we got back from Marshfield, Oshkosh got 2 inches of snow. We stayed high and dry both weekends. Since this has taken so much of my time to arrange, I haven't been able to get my fire wood cut or keep my grass mowed. Any help in this area would be greatly appreciated. We don't have a show now until the Plover Mall show in January. This show is the weekend before the Super Bowl and Green Bay Packers fourth big win--see you there.

GREAT FREEDOM RAILROAD BY ARPAD EILER

In a place far away a and a time long ago, a small family faced the strong arm of an oppressor. So powerful and brutal was this arm that they fled in the night, muffling the cries of their small children. Amidst the bombings and bullets, the mother and children took refuge while the father fought for their freedom. Wounded, he rejoined the family to welcome their fourth child into the world. Though destitute, homeless and now countryless, their dreams were to find a new land that could give them an opportunity to make a better life for themselves. With hop and trust in their hearts, they embarked upon a great journey across the ocean to a new land. The seas were rough and the conditions appalling, but the large statue in the harbor gave them reassurance and a sense of calm. There was eagerness for the youngest in the family, for he saw all of this with new eyes. They boarded a train to take them into the heartland of their new country. They had little money to eat, so each penny was counted. The eldest child spoke a little English, so he carefully read all the signs to insure their safe journey. Finally their new home town appeared through the train windows, and there people stood to welcome them.

That fateful train ride from New York to Wisconsin was literally a ride to freedom. The youngest child never forgot the memories of that trip of the history his family lived through.

The little Great Freedom Railroad reflects both this journey and an attitude of appreciation. The color theme reflects the red, white, and green colors of Hungary and the red white and blue of America. A view of the railroad will reveal that all the roads, cities and factories are named after political figures and their impact on history, be it good or bad. Some of these may even be thought provoking.

The Great Freedom Railroad could not have been born without the support of the time and talent of many of the Waupaca Area Model Railroaders club members. It is our hope that you have a pleasurable experience as you journey on the Great Freedom Railroad.

FROM THE CONDUCTOR BY JAN L. TRIERWEILER

I want to thank you all for your cards and thoughts on the passing of my father. It was a difficult time for my family and especially my mother, but your kind words certainly helped. After the funeral, I came home and as I wandered through my house, I reflected on how many things there that were influenced by dad. He was the one that first got me started in woodworking. Back then we didn't have any power tools, so everything we did was by hand. One of his basic ideas was to do things right the first time. When I was in fourth grade, I wanted a basketball hoop and backboard and since there wasn't any fancy fiberglass ones, we made one out of 3/4" plywood. I remember that I was in a hurry to get it up and shoot baskets, but he insisted that we apply many coats of industrial grade enamel paint. That backboard lasted me all through grade school, junior high, and high school--a total of eight years, just because he insisted on doing it right. Another project was hand cut mortise and tenon joints on a fence for the front of our house. I have inherited most of the hand tools we used and I now treasure the memories they bring back.

Another great influence my dad had on me was to get me started in model railroading. When I was in junior high school, I was in to putting together plastic airplane kits and hanging them from the ceiling of my bedroom. On one of our trips to the hobby shop, my dad said maybe I should try some type of kit that I could do something with after I got done assembling it. There was quite a selection of model train cars at the hobby shop, so I got an Athearn 40' steel refrigerator car lettered for the Santa Fe. That first car, which I still have, started me on this great hobby. My dad's influence on me for model railroading didn't stop with that first car. He also helped me build my first layout which was a 4' x 6' layout which was located in the garage since the house we lived in at the time didn't have a basement. The layout was built to fold up against the wall so the car could be put in the garage. I don't think the car ever did get back into the garage after that because I don't ever remember ever folding up the layout. Just getting started in model railroading wasn't all my dad did. Many Sunday

afternoons, my dad, mom, and I would sit next to the Rock Island Railroad's Silvis yard and watch them switch cars and assemble trains. Many other trips were made to interesting railroad hotspots in eastern and central Iowa, so I could get a better view of the railroad action. My dad not only supported my hobby, but also guided my decision making related to it. For instance, when Athern came out with their GP-7(GP-9?) I only had enough money to purchase the cheaper rubber band drive model, but dad persuaded--insisted--that I wait until I had enough money to purchase the better gear drive version, which was of course a better decision. Later, whenever my parents traveled around the country on trips or vacations, they always made detours to take railroad pictures for me, even though they sometimes had to venture into some not so nice parts of the cities. When my parents retired, my dad finally got a model railroad of his own. My brother-in-law and I built him a 2' x 10' switching layout that he kept in their spare bedroom. He soon began to collect numerous cars including many of the Soo Line Historical Society's limited run cars. He had one very unique way of collecting cars. He got a car lettered for each of the railroads that he had ridden on their passenger trains. He was also quite heavy into Milwaukee Road equipment, thanks to me.

Another reminder of him around my house are all the railroad paintings, prints and photographs that he framed for me. My mother is an artist and his job was to matte and frame all her art work. He of course framed my railroad art for me--no charge.

At the nursing home where he spent the last year, the nurses and aids all said he was a *gentle man* and a *gentleman*. I guess they knew him quite well. He, along with my mother, influenced and formed me into the person I am--my values, my interests, my likes and dislikes. He was firm and fair in all his dealings with my sister and I and everyone he met. As my mother said, he tried his hardest and did his best. What more can be said about someone. I only hope that perhaps he was just a little proud of how I turned out. I bet they have model trains in heaven and I bet my dad has a layout that never derails, never gets dusty and always has a Milwaukee Road engine on the front of the trains and a rib side caboose on the rear. He deserves the best because he gave me his best. Thanks dad.

UPCOMING EVENTS

Be sure to check the schedule of upcoming events for the club. Many of the Thursday night work sessions are at different peoples houses each week. A map for the meeting on November 20th at Eugene Much's house was included in last months newsletter and the map to John Poris' house is included in this months. November 13th is the semi annual business meeting at Roger's with an operating session on the Evergreen Hills & Allen Creek Railroad after the meeting.

