

The Crummy

*Official Newsletter of the
Waupaca Area Model Railroaders*

*Waupaca, Wisconsin
3980 Elkins Rd , Amherst, WI 54406*

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Gordy Sauve, Editor

January 2010

Annual Christmas Party

This year's Christmas Party will be hosted by Rose and John Poris. The date is February 7, 2010. Please mark your calendars. Again, it will be potluck. Rose and John will be keeping a list of what is needed. Please give them a call and see what you can bring. Without that we might end up with all desserts and that would be a shame. Following the potluck and business meeting John will host an operating session. Rose may have activities for the ladies during the business meeting.

During the business meeting we will set the schedule for Thursday night sessions as well as a date for the picnic/golf outing. Also to be discussed will be Strawberry Fest, The Iola Car Show, 2010 NMRA layout tours and displaying the layout at the national convention.

Have you considered hosting the Christmas Party? It is in January or February every year with the host naming which Sunday it will be (except Super Bowl Sunday). Food is potluck and you get help cleaning up. Why not think about it for next year and then let Roger, Pete or Arpad know.

Contributing Members

- Christmas Party
- Contributors
- Dues Notice – Arpad
- A Little History from the Atlas Quarterly Catalog, December 2007
- More Railroad Lingo - by Bob Todd
- Making and Applying Signs – Lynn Draper
- Ask Trains, Trains Magazine Q&A
- Modeling Tips – submitted by Jim Patyon
- Did You Know?
- Progress on Jim Payton's Duluth, Superior & Western
- Where's Roger? Where's the Helix? – Gordy Sauve
- Schedule of Events

2009 Dues Notice

Club dues are due as of January 1, 2010. At our meeting in February 2010 we voted to have only one level of membership and to raise the dues to \$25.00 per year. Arpad is now accepting dues at meetings or by mail. He will not accept cash. Please make your check out to Waupaca Area Model Railroaders.

Name: _____

Change in address/phone/e-mail: _____

Arpad Eiler, N2403 Knight Lane, Waupaca, WI 54981

A Little History from the ATLAS Quarterly Catalog, December 2007

The EMD GP-15 Locomotive was first produced by EMD in June 1976. Interestingly, this new design, lower horsepower (1,500) unit was available only with a trade-in of an older GP or F style locomotive at the end of its service life. The GP15-1 reused the trucks, traction motors and main generators, providing the railroads with a cost competitive locomotive that was ideal for switching and light road service.

General American 53'6" Wood Express Reefer. The express refrigerator car was once a common component of the nation's passenger trains. These cars provided fast delivery of perishable, high value crops and goods that demanded the speediest service possible. Since many of the cars were equipped with collapsible ice bunker bulkheads, the cars could double in mail and express package service. The General American 53'6" Wood Express Refrigerator cars were among the most common cars of the type used in the US. Not only were they employed by many class 1 railroads, they were perhaps best known in the liveries of the express companies, such as American Railway Express and Railway Express Agency.

Modeling Tips – (reproduced from Waltehrs E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Modern Light Rail & Bus Shelter Details. Modern city trolley and bus stop shelters make interesting additions to any streetside scene. Whether a simple arrangement of benches lining the curb or more elaborate clear-walled enclosures, most have a few common elements. Typical details include bike racks with bicycles, garbage cans, a bus stop sign and benches.

Other details vary depending on how busy the stop is. Sidewalk schedule boards, billboards, advertising kiosks, streetlights and occasionally sculptures or artwork embedded in the sidewalk make each stop unique. Light rail lines may also have crowd control fencing, "Stand Behind Yellow Line" platform markings, ticket machines and vending machines. One thing missing at many modern stops is the public telephone, although a few larger stops still have them.

Grass on the Tracks. On many shortlines and branch lines, fewer trains and plenty of agricultural traffic conspire to make the track and right-of-way look markedly different than mainlines. In the summer and fall, natural grasses and grain spilled from freight cars grow along and between the rails. Trains running on the line keep the grass height down to only a few inches in the area immediately on the tracks, but along the edge of the ties grass, grains and even cornstalks grow tall.

To model grass growing on the line, ballast your track as you would normally. Keep in mind that it's a branch and not a mainline, so ballast coverage won't be as deep. Once dry, add a few tufts of static grass to simulate bunches of weeds or piles of spilled grain that have started to sprout. Use single drops of white glue and a puff of static grass, or commercial grass tufts offered by several manufacturers. Don't overdo it, add only an occasional tuft between the ties about every 100 scale feet. Make sure they're firmly attached and fully dried before you run trains, and make sure to trim them down with scissors if they brush the underside of your locomotive gearboxes.

More Railroad Lingo: from Bob Todd (excerpts from the Glossary of Railroad Lingo are from Railroad Avenue by Freeman H Hubbard, 1945.)

- **Fixed Man** – Switchman in a hump yard assigned to one certain post from which he rides cars being humped.
- **Grabber** – Conductor of a passenger train (He grabs tickets).
- **Hole** – Passing track where one train pulls in to meet another.
- **Join the Birds** – Jump from moving engine or car, usually when a wreck is imminent.
- **Plug** – "One-house" passenger train. Also throttle of old-style locomotive; hence engineers were known as plug-pullers. Plugging her means using the reverse level as a break instead of the air. Local passenger trains are sometimes referred to as Plug runs.
- **Roof Garden** – Mallet-type locomotive or any helper engine on a mountain job. Sometimes called sacred ox.
- **Snuff Dippers** – Coal-burning engines that burn lignite (which on the Missouri Pacific at least, is the same color as snuff.)



Making and Applying Signs – Lynn Draper

I really enjoy the detailing part of this hobby, where all the little things we do make our world more real. One of the best ways to make our buildings fit the era we are modeling is to put signs and posters on buildings outer walls.

There have been many very good articles written about how you can make and apply signs. Most of these authors have one thing in common. They are sanding the backs of the paper that the signs have been printed on, using sand paper or other abrasives until the paper is as thin as they can get it. Many times they compare the finished product to the thickness of tissue paper.

I have also been to several seminars where the speakers have demonstrated this same technique and have also commented that the final thickness should be about as thin as tissue paper.

The reason this is a perfect thickness is that when you apply the signs to the structures, brick or wood siding, the sign snugs up tight to the material and the finished product looks like it was painted on the wall. The brick or wood siding outline is visible through the sign.

When it was time for me to start detailing the buildings on my layout with some signage I reread the articles and looked at the pictures, and then thought to myself, "If I am

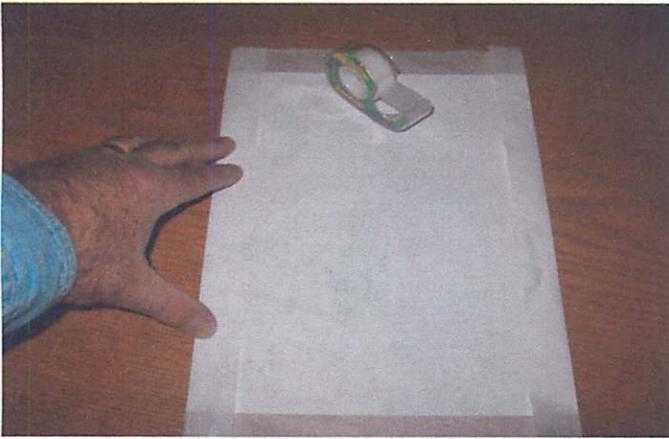
trying to get a finished product as thin as tissue paper why not use tissue paper."

I went to an office supply store and picked up some large sheets of tissue paper. The tissue is used as shipping material and/or wrapping things to protect them in transit. The paper is too thin to go through a printer on its own so I cut a piece of tissue 10 1/2" x 13" which is 2" larger than a

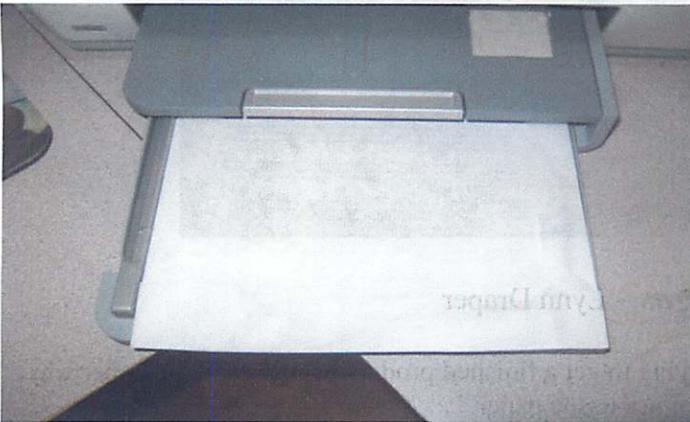


piece of 8 1/2" x 11" printer paper.

Then I placed an 8 1/2" x 11" sheet of printer paper in the center of the cut tissue paper.



Next I folded the 1" edges of the tissue over the edge of the paper and taped them to the backside of the paper. I did this to all 4 sides. Now I have a piece of tissue paper wrapped around a piece of printer paper.



Next, I place this contraption in the printer tray. On my printer the taped side is up, and the printable surface is down.



Then go to your computer and get the signage you want to print. I am assuming you have a file of signs, but if not, just Goggle "Old Signs". You can find anything you need on the Internet to make up a file. Once you have your page set

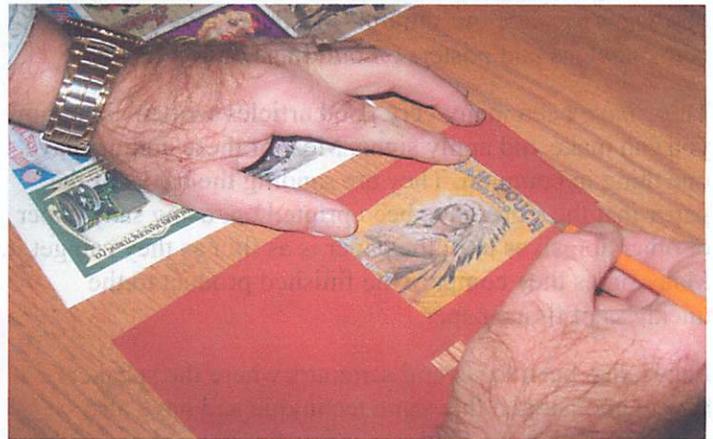
up hit print, and you will have a tissue paper thin sheet of signs.

The application of the signs after you have cut them from the sheet is the same as the other author's processes. But do it just a little differently.



When I was a kid in Denver Colorado, I had the opportunity to watch the old sign painters at work. Back then vinyl signs didn't exist, nor did they paint 4' x 8' pieces of plywood in their shops, and then transport and mount them on the job sites.

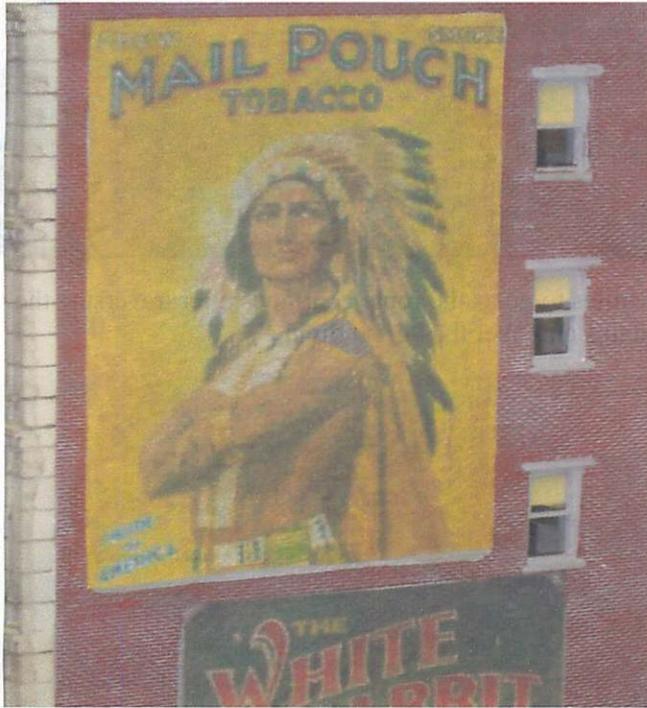
I wanted to reproduce this look, so I took the sign I was going to use and laid it on the surface it was going to be applied to. I marked the surface with a pencil at each corner of the sign.



Then I drew a light line using a straight edge from point to point, making sure that the rectangle was just a little smaller than the sign. Next, I painted this rectangular area with a light gray acrylic paint. The old sign painters would paint the signs area the same way with a gray or off white and then start painting the signage. Each one was a hand painted piece of artwork.

When the paint dries, apply a thin layer of white glue over the same rectangular area just like you were painting on a second coat of paint. Then very carefully set one corner of

the tissue paper thin sign, then the next, and so on. Tap the middle of the paper and move out to the edges using your finger or a dry brush. It gets the air bubbles and folds out. Don't be worried if there are some small air bubbles or wrinkles. When the glue dries the sign will snug up to the surface and it will look as if it was painted on the wall.



Anything else practice makes it easier. So, if it is not to your liking, just paint over it and do it again. That's how the sign painters did it in the old days. And really, that's the effect we are trying to achieve.

From: Ask Trains, Trains Magazine, November 2007. Re-printed by permission of Trains Magazine, Kalmbach Publishing, Waukesah, WI

A reader asked: ***What arrangements are made for one railroad's motive power to roam on another trackage?***

The Answer: "Two popular arrangements lead to one railroad's locomotives powering another railroad's train: run-through power agreements and repayment of horsepower-hours. These methods are more efficient for train operations by reducing locomotive dwell time and customer traffic delay. For example, Union Pacific and CSX have teamed up to run a North Platte, Neb, to Selkirk, NY train (QNPSK on UP rails, Q390 when on CSX rails), and as part of that train's operations the UP power (equipped with prerequisite cab signals across Iowa and Illinois) typically runs through and is returned by CSX on Q351 (UP QSKNP) from Selkirk to the UP. This alleviates the UP from

having UP from having to stage additional locomotives in Chicago, and eliminates congestion that would have resulted from swapping power at interchange. When Railroad A borrows locomotives from Railroad B, they are lent on a performance-use basis, or the horsepower-hour (hph). Railroads record how much horsepower is used and for how long. Thus, it is a matter of multiplying those numbers. For example, a 4,000-hp UP SD70M operating for two hours at full power runs up a charge of 8,000 hph on CSX rails. As a result, CSX is then indebted to UP and pays it by sending a locomotive to work off the hours owed, or if the indebted railroad cannot keep the horsepower-hours even, it can settle by monetary means. "

Modeling Tips – (reproduced from Waltehrs E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Grade Crossing Repairs. Grade crossings take a real beating from trains, highway traffic and the elements. Over time, pieces of asphalt crack and disintegrate into gravel that gets swept away by traffic, leaving a large gap along the edge of the crossing. If you've ever driven over a rough crossing you're familiar with the feeling! Maintenance crews periodically fill the gaps with asphalt and gravel to smooth the surface.

The repairs are easy to simulate on your layout. Once your crossing is in place and your streets are finished, get a flat black permanent marker or paint pen and draw irregularly shaped areas on the street side of your pavement, leaving the crossing surface untouched. Don't overdo it, just a few marks along the crack between the crossing and pavement are enough to make it look like cracks have been filled.

Did you know? From "A Year of Train Trivia" calendar, Sellers Publishing, Portland, ME

- The Interstate Commerce Commission (ICC) was created in 1887 by Congress to regulate railroads that served more than one state. Initially the ICC proved too weak to have an effect on the industry, but over time the ICC gained power and influence. One of the first major changes pioneered by the ICC was the switch from wooden passenger cars to the safer all-steel passenger cars of the early twentieth century.
- Early railroad track did not utilize ballast (crushed stone). Railroads eventually incorporated using ballast to drain water from the track, therefore keeping the ties in place. Ballast also helped to keep the dust and dirt down, away from passenger coach windows.

Progress on Jim Payton's Duluth, Superior & Western Railroad.

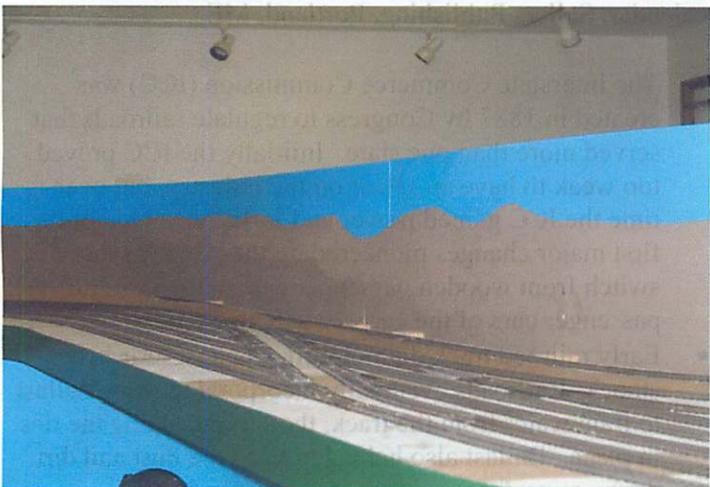
Jim continues to make progress on his layout. Jim's philosophy of getting things done continuously, even if it is only an hour or two after work seems to be paying off.



Round and round it goes, now you see it, soon you won't...as soon as Jim hides all this work in a mountain.



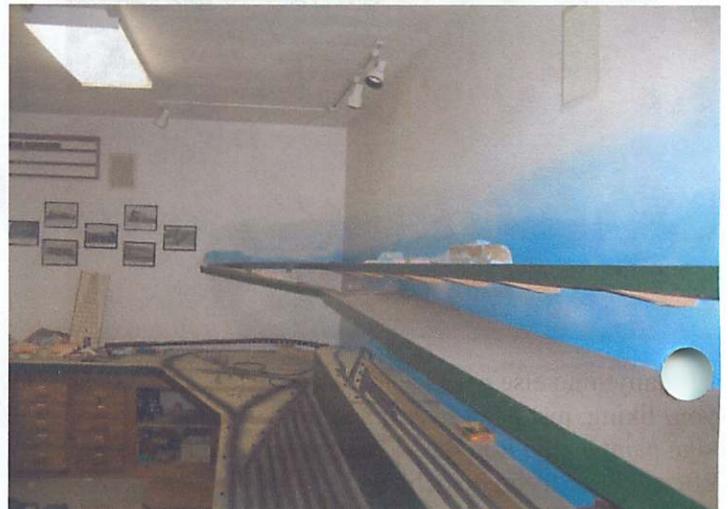
Anyone wonder why model railroaders looking for longer runs build linear layouts?



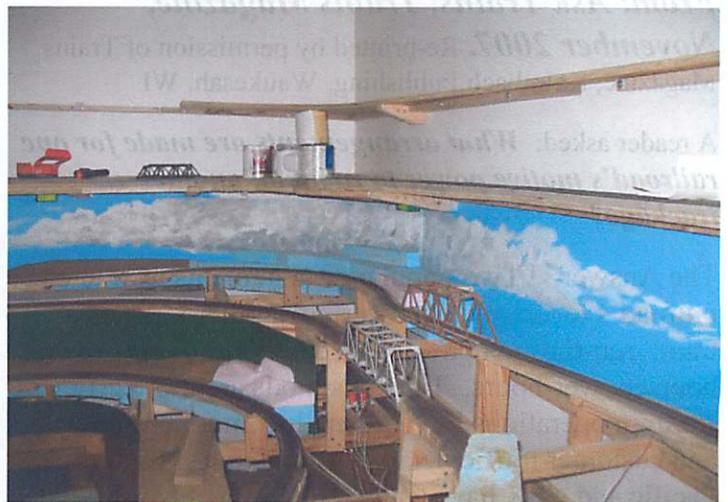
The interchange yard at Kelly Lake



More miles to go as the route continues after traversing the mountains and over the "great divide".



I guess you have to turn around somewhere.



Resident artist, Pat Smith is at it again. Let's hope you have your umbrella handy.

Where's Roger? Where's the Helix? – Gordy Sauve

Knowing Roger Hildebrandt, creator of Hilde's Helixes is looking for Waldo. Like in the "Where's Waldo" children's book and pictures, Roger (Waldo) and his helixes could be anywhere. We have found them in:

- The furnace room
- Under freight yards
- Hidden, but wrapped around stone quarries.



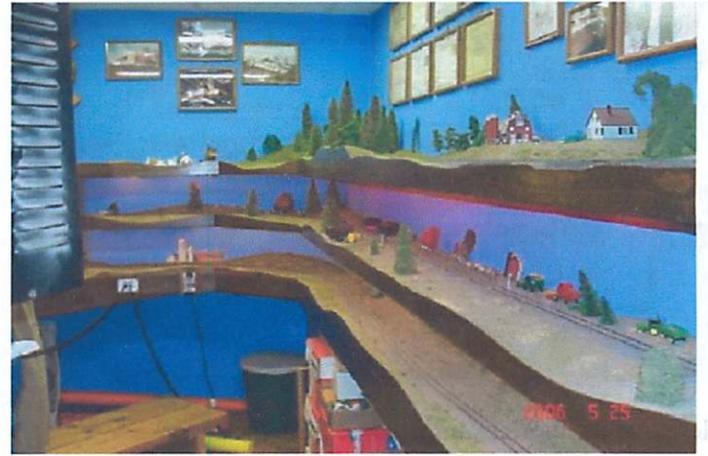
- Wrapped around spiral staircases.
- Behind amusement parks



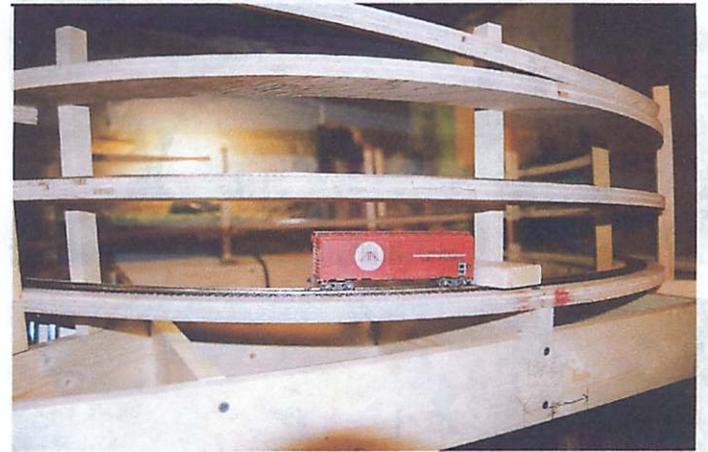
- Behind waterfalls, and
- In closets



There have been single and double track affairs connecting as many as four levels in multi-level linear layouts.



Support for his creations has also varied. Some have used wooden blocks, some have used wooden uprights and L-brackets, and others threaded rod and mending plates.

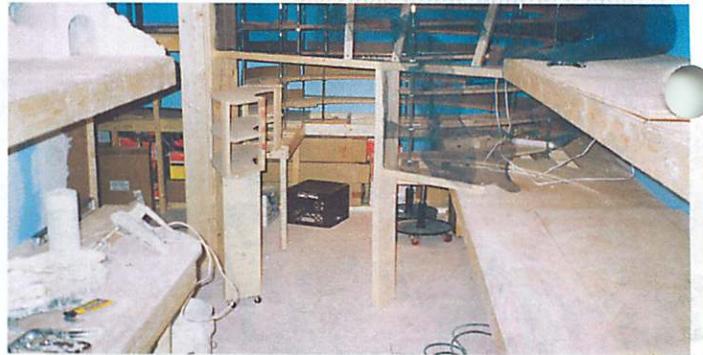
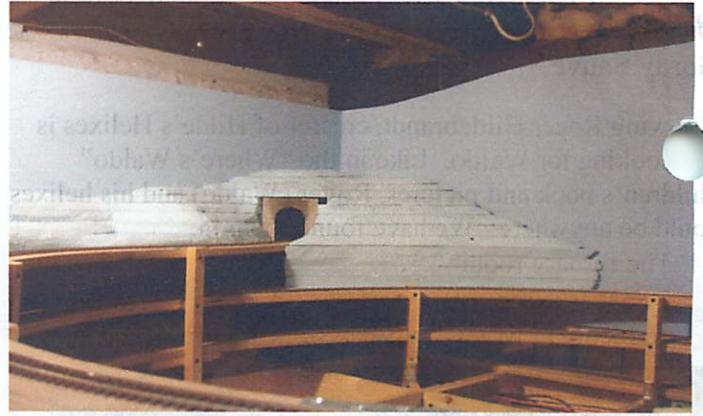
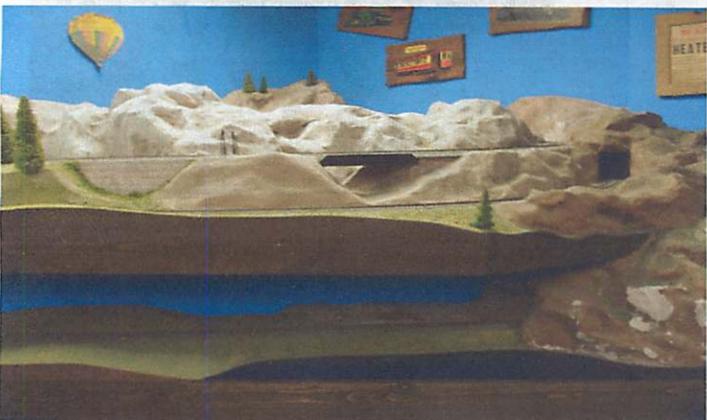
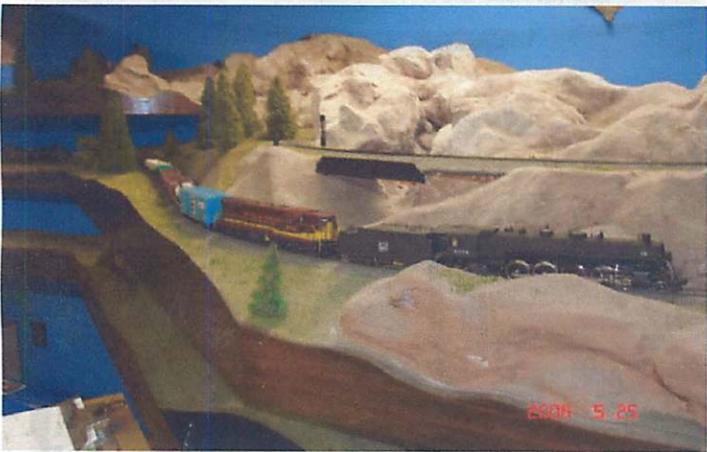
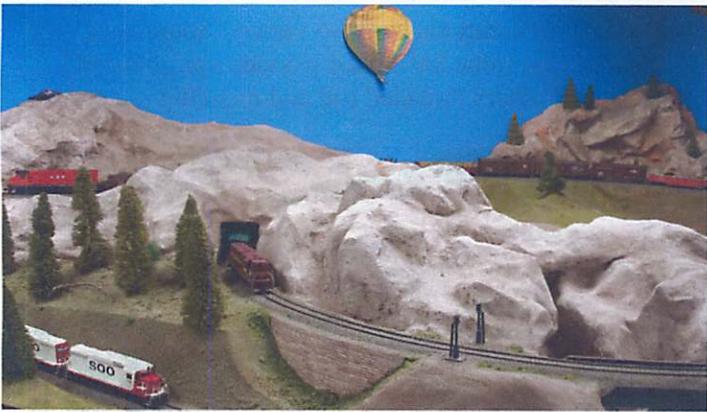


Some connect point-to-point, and some continuous run. One connects layouts on the first and second floor. The biggest, an "O" gauge affair has 16 rings with a 6' diameter. It includes seven wyes that allow you to enter and exit the

helix at different points. You can stay on the same level, travel up or down between levels and reverse train direction.



Here's a few more examples of Mr Helix's work.



Roger loves the challenge and members of the Waupaca Area Model Railroaders are happy he does.



**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
December 2009 through February 2010**

December 2009

3 Jan/Lynn
5 Saturday – Pat Smith
 10 Gordy
 17 John - Ops
 24 Christmas Eve
 31 New Year's Eve

January 2010

7 Arpad
 14 Eugene - Ops
 21 Pat L/Jim
 28 Roger - Ops

13 Saturday Pat Smith

18 Mike – Ops
 26 Gordy

February 2010

4 Lynn
 11 Arpad

Wednesday Breakfast Sessions: Alternating between Amherst 10/28 & Stevens Point 11/5. Work session following

SHOW SCHEDULE

2010

January 16 & 17	Artic Run Train Show (WLD Board Meeting 1/17, Stevens Point, WI (layout displayed)
January 31	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
February 6-15?	Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI
February 7 (Sunday)?	Christmas Party - Rose & John Poris
TBA	WLD Spring Meet - Marinette
February 20 & 21	Madison Train Show
March 1	Paper Valley Swap Meet – Appleton
March 20 & 21	La Crosse Train Show (layout displayed)
April 5?	Model RR Show & Swap Meet, West Bend, WI
April 16-18	Midwest Regional Annual Convention
April 24 & 25	Titletown Green Bay Train Show
May 1	WinnebagoLand Division Spring Meet, Appleton, WI
June 19 & 20	Strawberry Fest, Waupaca, WI
July 8 – 11	Iola Old Car Show
July 11-17	NMRA Convention (Layout tours & Layout displayed?)
July 25 Maybe	Golf Outing (Diane & Gordy's)
September 12 & 13	Marinette Train Show
September 17 – 20	Soo Line Historical Society Convention – Alexandria, MN
September 26	WLD Fall Meet - Stevens Point
September 26 & 27	Menoqua Train Show – (Layout Displayed)
October 3 & 4	Marshfield Show (Layout Displayed)
November 6	WinnebagoLand Division Annual Operating Session – Appleton
November 13 & 14	Trainfest – Milwaukee

OFFICERS

President: Roger Vice President: Pete Secretary/Treasurer: Arpad

COMMITTEES

Portable layout: Pete (Chairman), Jan, Eugene, Mike Eiden, Bob T
 Membership and Internal Affairs: Arpad (Chairman), Pat, Mary, Gordy, Mike Kirk, Mike Eiden
 Special Projects: Lynn (Chairman), Randy, John Poris, Mike Kirk, Gary, Dave, Dayna
 Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
 Website: Gordy (Chairman), Pat L, Randy, Dean

Modeling Tips – (reproduced from Waltehrs E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Spilled Grain at Elevators. Wherever grain boxcars and hoppers are loaded or unloaded, grain falls to the ground. Modeling the spillage adds realism to grain handling scenes and is easily done using ground cover.

Freshly spilled grain, especially wheat and corn, is dull yellow in color. If the grain has been on the ground for an extended period, it turns dark gray. The track in front of the elevator loading chutes is typically covered in a mix of yellow and gray spilled grain. Usually, the only part of the track that is visible is the railheads sticking up through the piles.

The spongy mix is easy to model by applying fine-textured dull-yellow ground foam to track below and a few inches on either side of the loading chute. Secure the spilled grain with white glue or scenery cement and let dry. Make sure to leave flange ways on the inside edge of the rails and try to keep the material even with or slightly below the tops of the rails so cars will operate properly through the siding. To simulate older spilled grain, weather the spilled grain with black or dark gray powdered chalks in a few areas. Once you're sure cars will roll freely through the scene, vacuum away any excess material and clean the railheads.

Storm Damaged Trees. If you live anywhere that the weather can get nasty, chances are you've seen storm-damaged trees. Wind is often the most damaging, breaking branches, stripping foliage or causing the trunk to snap in half – in extreme cases, trees can actually be blown over by strong winds.

These kinds of details are easy to model by simply breaking off a few branches from commercial tees and scattering them nearby. In rural areas, they'll stay where they've fallen, but in the city, you can add a few figures picking up or dragging the branches to the street for city crews to pick up.

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December 2009 through February 2010
WAPACA AREA MODEL RAILROADERS
OFFICERS
President: Roger
Vice President: Eric
Secretary/Treasurer: Arpad
COMMITTEES
Public: Eric (Chairman), John Eugene, Mike Eiden, John T.
Membership and Public Affairs: Arpad (Chairman), Pat Mary, Gordy, Mike Kirk, Mike Eiden
Special Projects: Lynn (Chairman), Randy, John Paul, Mike Kirk, Gary, Dave, Jayna
Fund Raising: Dennis (Chairman), Pat Roger, Eugene
Website: Gordy (Chairman), Pat L. Randy, Dean
November 13 & 14
November 6
November 3 & 4
September 20 & 23
September 20
September 17 - 20
September 12 & 13
July 22 May 20
July 11-17
July 8 - 11
June 19 & 20
May 1
April 24 & 25
April 16-18
April 21
Model RR Show & Swap Meet, West Bend, WI
March 20 & 21
March 1
Paris Valley Swap Meet - Appleton

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Gordy Sauve, Editor

May 2010

Strawberry Fest Train Show Update – Dennis Cook

This year's show will feature a Lego train layout, a model railroad in a hearse and train rides by Rainbow Express. Though two features have been here before, all three have never been here at the same time.

Thanks to Gordy who assembled all the advertising posters, flyers and press releases and news stories for the show. Thanks to Ron who has put community calendar announcement for the train show **and** the model contest on over 100 TV/Radio/Newspaper & Tourist Information sites....that is over 200 individual entries. In addition ten newspapers were sent stories and pictures about the history of Strawberry Fest Train Show and the club. We hope to get some of the newspapers to publish the story.

Those of you who have e-mail were sent posters that you can print off and hang everywhere they will let you. This is an important FREE form of advertising. PLEASE DON'T BE SHY ABOUT SPREADING THE WORD. If you don't have e-mail or didn't save the e-mailed posters that were sent to you, let me know and we will make sure you get some hard copies, or send you another e-mail.

Instead of a formal schedule of clinics and demonstrations we will have a series of four tables available to members to bring and work on some of their current projects...and answer questions from show attendees. In addition to those events, there will be plenty for everyone in the club to do, including operating our portable layout.

This year the second gym will also be occupied so traffic should be heavier and there should be greater demand for food. We need to make sure that Virg and Roger get enough help.

Mike Kirk is again having the depot open. The trolley and its storyboards will also be on display. Mike may also need some help. Hopefully he can also get some help from the Historical Society.

Set-up time again is Friday, June 19 starting at 4 PM, and then assisting people in setting up on Saturday morning starting at 7 AM. We need help Friday night in getting the layout set up and then getting the tables from the school as well as bringing our own tables once the trailer is unloaded. Eugene will also need help in getting model contest tables set up and the model contest organized. As I did last year, I will be marking off the floor so set-up will go smoothly.

What's Up with the EH&AC by RLH (aka Roger)

As most of you know the 16' x 22' sun room the first lady got included a support room under it that allowed the EH&AC to expand. On April 26 one day after my last operating session the layout was shut down and cut into where the new addition will join it. By the next day all six places where new connections will be need to be made were ready to receive new track. In the next few weeks 24 feet of bench work would go up. About 1/3 of what is needed. Having gotten this far I couldn't contain myself and just had to lay some track too. By May 2 working from Kewanee and going west I had reached the Fox River in Green Bay. Also the track is in between New London and Shiocton. In May I hope to get across the Fox River and install GB&W's McDonald Yard on the top level and cross the Wolf River at Shiocton and get to Black Creek on the mid-level. The bottom level will be just running from New London west and the start of the EH&AC interchange.

Model Railroading is FUN and retirement is GREAT!

Contributing Members

- Strawberry Fest RR Show Update – Dennis Cook
- What's up on the EH&AC – Roger Hildebrandt
- Modeling Tip – Roger Hildebrandt
- Old Car Show Update – Dennis Cook
- Great use of a Copy Machine – Phil Gjevre
- Modeling Tips – submitted by Jim Payton
- Who's This? Running Trains?
- Strawberry Fest 2010 Preview Pix – Gordy Sauve
- New Source for Club Shirts – Ron Hartl
- NMRA75 Update – Gordy Sauve
- Mission Impossible – Ron Hartl/Gordy Sauve
- Schedule of Events

Modeling Tip - RLH

A few years ago I passed on a tip about stick-on ¼ oz weights for railroad cars. By buying the bulk pack of stick on wheel weights from NAPA you could cut your cost in half. Well by now this cost NAPA has doubled to about \$50.00 for a box of 360 pieces. I have since discovered that a 3/8 nut also weights about ¼ oz. At \$1.69 per pound at Fleet Farm 260 nuts will cost you about \$9.50 plus tax. Since you can't see the inside of a box car or covered hopper, who cares what the weights look like?...\$50.00 or \$10.00 is a no brainer. I place the nut inside the car where I would put the wheel weights and place a little hot glue inside them. You do have a hot glue gun don't you?

Model Railroading is FUN...and beating the system sometimes is too!

Old Car Show Update – Dennis Cook.

The Old Car Show dates are July 8 through 11. This will be a different year for us. This year there will not be an auction. The people at the old car show still want us to work and are finding a new place for us to work. We may be assisting the Tomorrow River Lions at the Upper Food Tent, or another food tent deeper in the park. I should have more specifics in the next week. There may not be as many work hours available during the show and that will cut deeply into our fund raising effort. We can make up some of the short fall by working during the pre-show set-up dates.

Those dates are Monday, June 28, Monday, July 5 and Wednesday, July 7. On those dates work sessions start as early as 8 AM and run throughout the day and with them supplying an evening meal for workers starting around 7 PM. We have been told that if we as a club want to come at other times, we would be welcomed. We just need to let them know when we are coming and how many so they can have work ready for us. . We have traditionally held our Thursday sessions (this year July 8 Activity Center) at the Old Car Show grounds. We will

do that again this year so we can set up the chairs and the kitchen. Please let me know if you are able to help on the pre-show set-up dates. If you go during the day check in with Gene Knutson at the Activity Building or the Tower to find out what jobs they have available for you to do. Make sure you give me your hours so I can log them for submission.

Great use of a Copy Machine – Phil Gjevre

Have you ever found a picture, or printed item you would like to use as part of your background scenery, but it is not the right size? Then it is time to get busy on the copy machine. Here are the percentage conversions to convert something from HO to other scales.

HO to N scale (1:87 to 1:160) is 54%

HO to S scale (1:87 to 1:64) is 136.4%

HO to O scale (1:87 to 1:48) is 181.4%

Modeling Tips – (reproduced from Waltehrs E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Easy Broken Glass. Transparent tape can be used to simulate broken glass in factories or abandoned buildings. On these buildings windows are usually so dirty you can't see through them, and that's what makes missing glass pieces easy to model. Begin with the "invisible" tape offered by several manufacturers—it's the tape which looks like frosted glass, not clear or yellowish cellophane. It's available in several widths, so choose what's right for your building. Choose a window with no applied glazing and apply a piece of the tape across the inside of the entire window insert/frame. Using the tip of a sharp hobby knife poke a straightline cut into a single pane. Into the same pane turn the knife perpendicular to the first cut and make another cut. Remove one triangle of the remaining tape and you have missing glass. Repeat on a few other panes until you're satisfied. Once you're done, spray both sides of the window with a clear flat finish so the tape adhesive doesn't attract dust and lint.

Who's This? Running Trains? All will be revealed in due time...later in this Crummy?



Strawberry Fest 2010 Preview - Gordy Sauve

Tell your friends!...there is something for everyone at this year's show...kids, moms and dads, grandparents and even model railroaders.

Thanks to Dennis Cook's hard work there will be some interesting activity at this year's show. In addition to the usual activities and the depot open house Dennis has arranged to have the two events return this year, and was able to arrange for a Lego train layout to be displayed. The returning events are the train ride by Rainbow Express, and the model railroad in a hearse. Here's a preview in pictures:





and for the serious model railroader and contestant:



New Source for Club Shirts by Ron Hartl.

Sam and I had some new club shirts done up and wore them to the La Crosse Show. We paid \$15 for the embroidering. The other guys at the show were impressed with the good job and especially the price. The company that did the shirts is called "In Stitches & Ink" here in Medford. If interested, they would prefer that we also purchase the shirts from them which I think the cost is quite reasonable. The shirts are high quality thicker material, not the cheap thin stuff. Below are a list of shirt types, colors and prices. I had the lettering done in black for the light color shirt in the attached picture and white for the dark color shirt I got. In Stitches & Ink's e-mail address is: stitches_ink@tds.net or email me your order and I can run it down. I am only three blocks away. Jan could pick them up when he is in town delivering auto parts or I can bring them down in June for the Waupaca Show.



Short sleeve polo with name and logo S L XL = \$18.00. XXL = \$20.00. XXXL = \$21. Short sleeve shirt colors = kiwi green, light blue, maroon, royal blue (a little lighter/brighter than Navy), tangerine (you would be easy to pick out in a crowd), light gray, cardinal red, med. blue, charcoal, cherry red, chestnut brown, forest green

Long sleeve polo shirt (pique knit) with name and logo = S M L XL = \$22.00 XXL = \$24.00 XXXL = \$25.00. Long sleeve shirt colors = white, med gray, black, navy, red.

Denim shirts come in two colors. Vintage blue, which she said is a very nice dark stonewashed denim blue, and faded blue. Both come in Mens and Ladies. Denim long sleeve shirts with name and logo = S L XL = \$32.00. XXL = \$34.00. XXXL = \$35.

Denim short sleeve vintage blue (she said is a very nice darker stonewashed denim shirt) and faded blue. S L XL = \$31.00. XXL = \$33.00. XXXL = \$34.

Denim shirts also available in men's tall, LT - 3XLT. Add \$3.00 for tall.

Modeling Tips – (reproduced from Walthehrs E-Update Newsletter. Courtesy of Wm K Walthehrs submitted by Jim Payton.)

Big Rocks. Many railroads that constructed their lines along rivers, streams and ocean shores chose their routes because of the easy grades on the route. The problem many later faced was right-of-way erosion from flowing water. Check out railroad lines along watersheds and you'll see many lined with large crushed rocks called rip-rap. The large stones are usually 12 to 36" in size, depending on class, and are simply piled along the shore to slow water flow.

Rip-rap is easily modeled using crushed rock or talus available from several manufacturers. Choose an area where your tracks run along a body of water, even if it's a dry wash. Cover the shoreline nearest the tracks with 12-36" rocks from the water's surface to the height of your subgrade and attach with glue. As long as the rock is the correct color for the area you're modeling, it doesn't need to be colored. If you need to color it, use scenery colors or an airbrush. Unless the rip-rap represents new construction, add a few plants growing up through the rocks and reeds sticking up from the water's edge.

More Railroad Lingo: from Bob Todd (excerpts from the Glossary of Railroad Lingo are from Railroad Avenue by Freeman H Hubbard, 1945.)

- **Artist:** Man who is particularly adept, usually with a prefix such as brake, pin, speed, etc.
- **Calliope:** Steam engine
- **Donegan:** Old car, with wheels removed, used as residence or office. Originated about 1900, when a Jersey Central carpenter and two foremen, all named Donegan, occupied three shacks in the same vicinity. People were directed to the Donegans so often that the shacks themselves came to be known by that name. The name stuck, even after the men had passed on and the shacks had been replaced by converted old cars.

NMRA75 Update – Gordy Sauve

Things are beginning to solidify as we get closer to the NMRA 75th Anniversary National Convention in Milwaukee....where the NMRA (National Model Railroad Association) started 75 years ago.

The National Train Show part of the convention, the Friday through Sunday (July 16 through 18) show at Milwaukee's MECCA Convention Center has invited us to display and operate our portable layout during that period. We will be required to set the layout up on Wednesday, July 14 and have it operational by Friday morning.

The two layout tours that involve our members have also been confirmed. The Wednesday (July 14) tour, called the Fox Valley Limited is still filling up, but has enough people signed up to run. The Thursday, (July 15) Waupaca Corridor tour is sold out.

Logistics now become an issue. We need to get the layout to Milwaukee on Wednesday, and have enough members/friends available to assist members whose layouts are on tour each day.

It is recommended that we provide a "tour guide" on each bus to assist the bus driver in getting to each location, make sure everyone stays on schedule and gets back on the bus, and try and provide some Bob Uecker color and commentary between stops.

Member's with layouts open should be thinking of how many assistants they need, remembering to keep themselves free to answer questions. You also need to figure out how many people can fit into your layout room at one time and how you are going to "direct" traffic and keep the others occupied. Serving cookies and/or drinks is up to you on an individual basis.

Mission Impossible – Ron Hartl/Gordy Sauve

Our fabled club president, Roger, ever on the outlook for fun, found the perfect opportunity at the LaCrosse Model Railroad Show. The LARP program (Lodging Assistance Reward Program) provided the perfect vehicle. Members who have contributed to club fundraising and set-up/operate/knock-down the layout at shows where the club layout is displayed receive assistance in paying their motel expenses.

Virgie, club member and long-suffering wife of said president had accompanied him to the LaCrosse show for the week-end. Virgie is also the manager of the WAMR Dining Car during the Strawberry Fest Train Show and has repeatedly earned LARP assistance. However, Roger, ever true to his continuous search for fun, told Vergie that she needed to operate trains to

receive her assistance funds. She informed Roger that she was not going to run trains.

Ron Hartl, "WAMR railroad detective", the guy always running around with the camera was Roger's next victim. Roger assigned Ron a mission, "Get a picture of Virgie operating a train."

In Ron's words: "I was operating and started talking to Virgie about cats and dogs and after about 20 minutes I asked her if she would watch my train so that I could use the restroom. 'Oh I suppose' she said. So I grabbed my still camera as I walked out of the layout. When I returned I got these pictures. She didn't see me take one picture, but then when she saw me, I pretended I was talking pictures of the layout.

Here are a couple of shots:



**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
May 2010 through July 2010**

May 2010

6 Gordy
13 Arpad
20 Gordy
27 Arpad

June 2010

3 Pat L/Lynn
10 Gordy
17 Eugene (Ops)
24 Arpad

July 2010

1 Dave J/John P
8 Old Car Show
15 NMRA Layout Tours
22 Meeting/Arpad
29 Gordy (Ops)

SHOW SCHEDULE

2010

May 14	Winnebagoland Division Spring Meet, Menomonee, MI
June 19 & 20	Strawberry Fest, Waupaca, WI
June 17-19	Milwaukee Road Convention = Wausau
July 8 - 11	Iola Old Car Show
June 17-20	CNW Historical Society Convention - Kenosha
July 11-17	NMRA Convention (Layout tours & Layout displayed)
July 17	LaCrosse Railroad Fair
August 20-22	Soo Line Historical Society Convention - Neenah
September 12 & 13	Marinette Train Show
September 17 - 20	Soo Line Historical Society Convention - Alexandria, MN
September 26	WLD Fall Meet -
September 25 & 26	Menoqua Train Show - (Layout Displayed)
October 2 & 3	Marshfield Show (Layout Displayed)
November 6	Winnebagoland Division Annual Operating Session - Manitowoc/Sheboygan
November 13 & 14	Trainfest - Milwaukee

2011 (Need to update all dates)

January 15 & 16	Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed)
January 31?	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
February 6-15?	Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI
February 7 (Sunday)?	Christmas Party - Rose & John Poris
TBA	WLD Spring Meet - Marinette
February 20 & 21	Madison Train Show
March 1	Paper Valley Swap Meet - Appleton
March 19 & 20	La Crosse Train Show (layout displayed)
April 5?	Model RR Show & Swap Meet, West Bend, WI
April 16-18 ?	Midwest Regional Annual Convention
April 23 & 24	Titletown Green Bay Train Show

OFFICERS

President: Roger Vice President: Pete Secretary/Treasurer: Arpad

COMMITTEES

Portable layout: Pete (Chairman), Jan, Eugene, Mike Eiden, Bob T
Membership and Internal Affairs: Arpad (Chairman), Pat, Mary, Gordy, Mike Kirk, Mike Eiden
Special Projects: Lynn (Chairman), Randy, John Poris, Mike Kirk, Gary, Dave, Dayna
Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
Website: Gordy (Chairman), Pat L, Randy, Dean

Modeling Tips – (reproduced from Waltehrs E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

A Detail for Servicing Tracks. Before the 1970s, service tracks were messy places. Areas where locomotives were parked and serviced were subject to drips and spills. Back then, grease, oil and sand all hit the ground on service tracks. Locomotive sand which fell onto the ballast would absorb oil and grease. This would give the appearance of rails embedded in soft asphalt.

To add this surface sludge to your service track, ballast the track with black or dark gray Z Scale ballast, regardless of the scale you're modeling, taking care to cover the tops of the ties. Make sure to leave the rails exposed. Once the ballast has dried, spray paint the area flat black, keeping in mind you don't want complete coverage. When the paint has dried, add a few small white ballast piles along both sides of the rails to simulate fresh sand spills.

Help Your Layout Beat the Heat. For many model railroaders, summer is the time for vacations, traveling and other outdoor activities such as photographing trains and researching potential modeling projects. This may also mean that you may not be spending much, if any, time working out your layout. Unfortunately, heat and humidity can take their toll on layouts housed in closed-up rooms or left idle through the hot months. Here are a few tips for preparing your layout for periods of inactivity:

1. Moisture is NOT your layout's friend. Make sure to have a dehumidifier in the building or room. Drier air will keep wood benchwork from warping and scenery from growing mold (and mold does NOT make good-looking grass on any layout). If a dehumidifier is not an option, try placing some desiccant cans or silica gel packets wherever you have thick layers of foliage or densely packed trees and change them every few weeks.
2. Protect your layout against prolonged heat exposure. An attic or garage can get hot enough for plastic and resin structures and railroad equipment to warp. Keep the air circulating with a fan or air conditioner. You don't have to keep the area cold, but try to keep temperatures under 90°F.
3. Keep the room dark. Sunlight can fade scenery and paint on structures and cars.
4. Keep dust off the layout. Cover it with a plastic drop cloth or tarp. In combination with desiccant packets under the cover, this will also keep moisture out of the scenery.

The Crummy – Official Newsletter of the
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Gordy Sauve, Editor

Summer 2010

Strawberry Fest Wrap Up – Dennis Cook

I guess we needed a year to mix up the show, and with the added gym we really mixed things up. I wished you could have seen Roger's face when we were told at noon on Friday that we could have both gyms. He was the Cheshire Cat, with a grin from ear to ear. Then he looked at me and said: "Your map is no good" and walked away. Was I had again? Jan, Eugene and I had no time, but had to quickly do another show layout plan. Thanks to such a wonderful group, we were able to pull this show together. Personally, I feel it was a great show. That same Friday afternoon I was told we have both gyms again next year. Thankfully we had both gyms. We sold a record number of tables this year (68), so thankfully we had both gyms or we would really have been crowded. Vendors and layout people were all happy and ready to come back next year.

As we have come to expect, Virgie ran a great kitchen and with her side kick Arpad offering the best of help, another great year happened in the kitchen. Thank you Virgie. Arpad has also found his calling in Food Service.

If you have any thoughts or ideas, vendors to recommend or layouts you'd like to see included please let me know. I like having our layout in the show as it gives us something to do and the public likes to see an award-winning piece of art.

Thank you Eugene, for running another successful Model Contest. It was fun this year having it out in the open. It seemed we had more people looking and voting. I am challenging everyone in the club to enter something next year. I have purchased several kits and will be entering a building and a diorama. Maybe we should have a club award for the show.

What a group you all are, I am so proud to be a part of it. We have a show that is talked about and enjoyed by many.. This year's most valuable member goes to Ron Hartl for all the hours he spend getting the word out for the show to community calendars and on the internet. I feel our Saturday attendance was the largest we have ever had bordering on two thousand!!! (I count like the Old Car Show does). We have both gyms next year and we need to start now to make it another great show. Thanks to all of you!

Old Car Show Wrap Up- Dennis Cook

This year's show was very different for me. I felt lost not being in charge of anything, but had a good time working for Toya and the other Lionesses. After they realized that we are incredible workers the days seemed to flow along. Toya expressed her gratitude and thanks and told me that we would be working for them again next year and can work more hours if we want. We learned about Standard Operating Procedures (SOPs) that tell us how to run a food tent. This group always gets checked by an inspector and we passed with flying colors. With Lynn Draper going over his checklist and probing with his thermometer, I felt we were in safe hands. Only being able to eat at the table in back was different. Thanks to all who helped and a special thanks to Jim Payton for all his hours before the show on work nights. Jim was first with hours and never seen. Thanks Jim, you are this year's Old Car Show MVP. We will be talking about next year's show. Keep in mind that they want us back.

Semi-Annual Meeting

This year's semi-annual summer meeting will be held Saturday evening, September 26 as part of the Beef-O-Rama train show in noqua.

Celebrating Rose – Gordy Sauve

On Friday, July 30, in true WAMR fashion, club members gathered in support of John and to say “Good-bye” to Rose. As Christ’s life, and now his spirit and memory, influences and flavors our lives, so his disciple, Rose’s life and spirit continue to guide, influence and flavor the lives of Her family, friends and club members.



She was a great supporter of John and his interest in the club and model railroading. Her smile, friendly greeting and easy chatter welcomed each of us as we arrived at Rose and John’s home for work or operating sessions. Her stalwart spirit didn’t let her desert her post even while fighting her cancer. Her snacks and potluck selections made sure we never went hungry. Her car sat outside while John, Eugene, Bob Schober and other members worked on the portable layout in their garage. In true motherly fashion, she checked up on “we boys” to see if we needed anything and to make sure we didn’t get into trouble.

Rose even made sure she was here to see John enjoy showing off his layout during the NMRA75 layout tours.

We’ll miss you Rose, but only your physical body. Your spirit and smile will still be there to greet us when we come to “play” trains. Now in spirit, as you did in life, we know you will be watching over John, your family and friends, and yes...we WAMR members too, and your life and influence will still be felt.

Christ said, “Lo, I will be with you always”. And, Rose, you will be with us always in spirit, memories, and influence. You will continue to “flavor” our lives. “Well done, thou good and faithful servant.”

He Started It!...and We Are Glad He Did – Gordy Sauve

Welcome back Willard Wilde. Along about 1964 three area railroad buffs, including Willard, began meeting to construct an HO layout. To accommodate this major undertaking one of the founding members, Willard, vacated a storage room (12’ x 24’) in the rear of his garage. A furnace was added to allow work on the layout to continue throughout the cold Wisconsin winters. These dedicated modelers worked three nights every week. By the mid ‘70s growing pains hampered further expansion and in 1975 a new 20’ x 36’ building was constructed adjacent to the garage location and the monumental task of moving was undertaken.

During the following years the group grew and achieved a lot of firsts: the starting and expansion of the portable layout, becoming a recognized non-profit educational organization, hosting the Strawberry Fest Model Railroad Show (21 and counting), the model contest, displaying our portable layout at shows throughout the upper Midwest and at the NMRA convention in Denver and Milwaukee, the establishment of the scholarship fund, and an endowment and continued contributions to the Waupaca food pantry. My! How we have grown. Welcome back Willard.

WAMR in the 22nd Century – Gordy Sauve

WAMR is not to be out done...not by Digitrax, DCC, DCS, TMCC, Legacy or any other technology. For a long time WAMR has had its own website, www.wamrltd.com thanks to Dean Carriveau. And now thanks to Ron Hartl, we now have a presence on you tube. Per Ron, just type in Waupaca Area Model Railroaders to view the La Crosse Show and one that was mostly from the 2009 Minocqua Show. He did not take as much video at the National Show, but will get some of what he took uploaded to youtube soon.

Contributing Members

- Strawberry Fest RR Show Update – Dennis
- Old Car Show Update – Dennis
- Celebrating Rose – Gordy
- Willard’s Return – Gordy
- WAMR in the 22nd Century – Gordy
- Club Member Launches New Business – Gordy
- Modeling Tips & EH&AC Update – Roger
- Scholarship –Roger
- Walther’s Modeling Tips – submitted by Jim
- And a Good Time was Had by All – Gordy
- Grand Old Lady goes to National Again – Gordy
- Club Members represent the Goat at NMRA75 – Gordy
- Update on a Great use of a Copy Machine – Phil
- Schedule of Events

Club Member Launches Rail Horizons to provide custom painted backdrops – Gordy Sauve

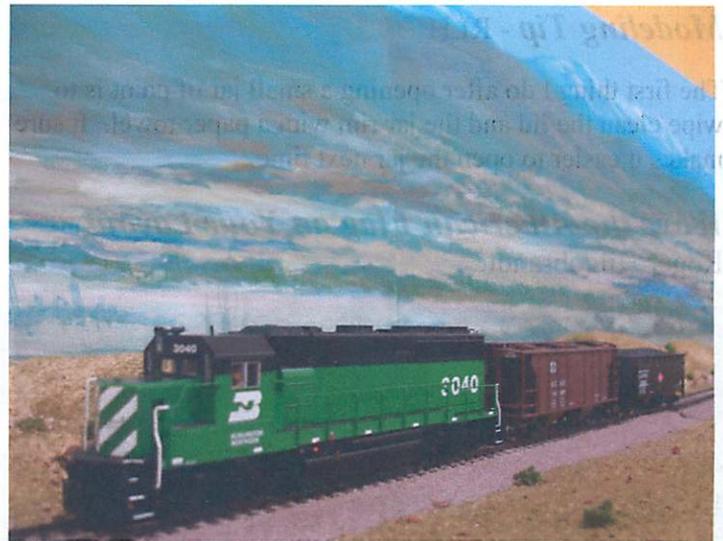


Member Pat Smith and local Neenah artist, Todd Opperman have teamed up to provide custom painted backdrops for model railroaders of all scales. Rail Horizons was created to provide an alternative to generic backdrops or those with inconsistent light angles, poor shading and questionable perspectives, or lack realism and any sort of impact. No two Rail Horizon backgrounds are ever alike, so you won't see your background on someone else's layout.



Their original artwork with beautiful coloring and incredible depth can provide stunning realism designed to make your railroad come to life in the time period you are modeling. Using their custom designs, you can place landmarks, buildings and landscape features where you want them, not where the "printer" put them. The impressionistic style is designed to blend in, not overpower the rest of your layout.

Todd began painting at age 11 & won his first award at 12.



He is a graduate of Luther College with an Art Major. An award winning artist, he has taught both adult and children's art classes.

Pat, a long time model railroader and club member, recently sold the family dental laboratory business after a long career. His experience as a dental ceramist developed his ability to see color, contour, detail and texture. He has the ability to use these forms to create illusion.



In 2008 Pat called Todd, an art class friend from high school, knowing that Todd's impressionistic style of landscape painting would adapt extremely well to model railroads while creating a stunning impression of depth and realism. The result is Rail Horizons! Each of Rail Horizon's flowing backdrops is original.

They have completed commissions for model railroaders as far away as Boston and Hawaii, so you are never too far away to have a Rail Horizon's backdrop. They work from photos and/or detailed layout drawings. Contact Pat, Project Manager, or Todd, artist, to get started. Pat's phone (920) 450-2191, Todd's phone (920) 727-0295. By e-mail: info@railhorizons.com.

Website: www.railhorizons.com

Modeling Tip - RLH

The first thing I do after opening a small jar of paint is to wipe/clean the lid and the jar rim with a paper towel. It sure makes it easier to open the jar next time.

Wave the American Flag on Your Layout – Roger Hildebrandt.



Sometimes there is a small sheet of US Flags with all the junk mail I get. You know, its the senders way of saying, "Thank You for the money you are about to send us." The flags that are in the "waving in the wind format" make nice flags for your layout. The flags usually have a self-adhesive back. I put them on a piece of clear plastic...scrap plastic from packaging on most anything you buy today. Then I cut the plastic around the outside edge of the flag. With a few drops of gel super glue you affix the flag to the flagpole of your choice. So let's see Old Glory waving on your layout. Model railroading is fun and patriotic too!

Update on the EH&AC – President Hildebrandt

In spite of my *no-free-time-retirement* I did manage some time to work in the EH&AC car shops and paint up more BCR ore cars. Virgie and I will be camping for the next two months, but I plan to do 30 [EH@AC](#) ore cars on the trip...when the first lady is napping.

The new layout addition now has track from Shiocton to Black Creek and New London to the EH&AC interchange. Do not expect much to happen until October.

Scholarship – Roger Hildebrandt

This year's scholarship went to Cade Walters. Cade sent us a thank you card saying he will be going to UW- Stout and plans on making us proud for selecting him. Including this years scholarship the club has awarded \$5,100 in scholarships to deserving graduating seniors of the Waupaca High School.

Modeling Tips – (reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Power Line Rights-of-Way

High-voltage transmission towers require an obstruction-free path along the length of their route. This allows maintenance workers easier access to tower bases and helps with fire prevention should a line fall to the ground.

If your layout includes areas of dense forest surrounding the tracks, it's a perfect place to create a space where the train is visible for just a few feet. As you add trees to your forest, include a grassy swath with no trees at about a 45° angle to the edge of your layout or backdrop making sure it crosses the tracks. The tree gap should be 10-12" wide for HO and 5-6" for N Scale. Place your transmission towers in a line down the center of the gap and add a primitive dirt road connecting them if the terrain allows it. Now you can see your trains clearly for a short distance as they roll through your forest.

Not All Grass is Green

Real grass comes in many varieties that can be duplicated in model scenery using different textures and colors.

At a distance, open fields may look uniform, but are filled with variations. Edges may be trampled, dried out, stunted or engulfed in weeds. Low areas collect water after heavy rains and turn brown or yellow. And once any flowers growing there are done blooming, the tops turn brown while the stems remain green.

These are easy to model using a base of green ground cover and different colors of fine fiber flocking, static grass or commercial grass tufts on top. At the edges of fields and paths, apply light brown flocking. Dark brown or yellow will simulate water-distressed areas. A light dusting of dark green flock over a field simulates the look of grass gone to seed. Flowers can be modeled with a very light dusting of white, yellow and orange fine ground foam.

Low Sididng Subgrades

Handling a constant parade of fast and heavy trains, mainlines require bigger rail, more ties, deeper ballast and better drainage. As a result, they stand as much as 18" taller than sidings and spurs, which led to the nickname "high iron."

Modeling this detail is easy using different thicknesses of roadbed. On an O scale layout for example, sidings laid on HO Scale roadbed will be noticeably lower. And you can enhance this difference even further by using smaller rail, fewer ties and less ballast just like the prototype does on its sidings.

And a Good Time Was Had By All – Gordy

There were moments of panic, moments of frustration, moments of exasperation, moments of anxiety, and now moments of pride and a sigh of relief. And it was all worth it. I'm talking about getting ready for the 2010 National Model Railroad Convention. Our club worked hard and was well represented at this year's convention. We helped make NMRA's 75th anniversary convention a success.



Two bus loads of conventioners (102) traveled to Central Wisconsin to visit eight member's layouts.



And, each layout's owner received accolades and praise for their presentation. And true to our club's camaraderie layout owners acknowledge, appreciate and thank every member for their help in making their part of the tour a success.

The portable layout received the ultimate compliment by being the layout positioned closest to the main entrance, right up their with the big guys...Kalmbach Publishing, members, The NMRA Hall of Fame and the NMRA's own display. Thanks to all the members who helped the Grand Old Lady the recipient of lots of praise and attention.

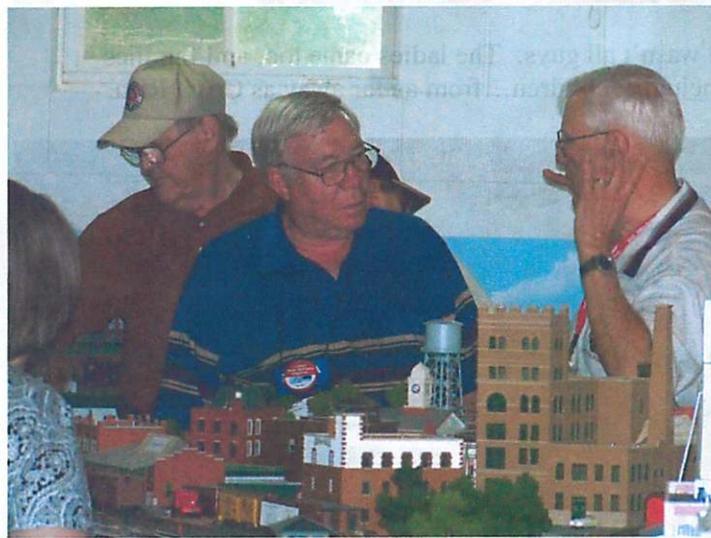
It is not hard to admit none of our layouts, the portable layout included, would not be as far along if it were not for the "pressure" of putting on a good show, at home, and at the convention.

And now! Will we all get back to normal? The pressure is gone, we can breath a sigh of relief and sit back, just for a moment, and say, "Well done", "Congratulations", and relax. Anyone for a relaxing operating session. Now it is time to "PLAY with the trains!"

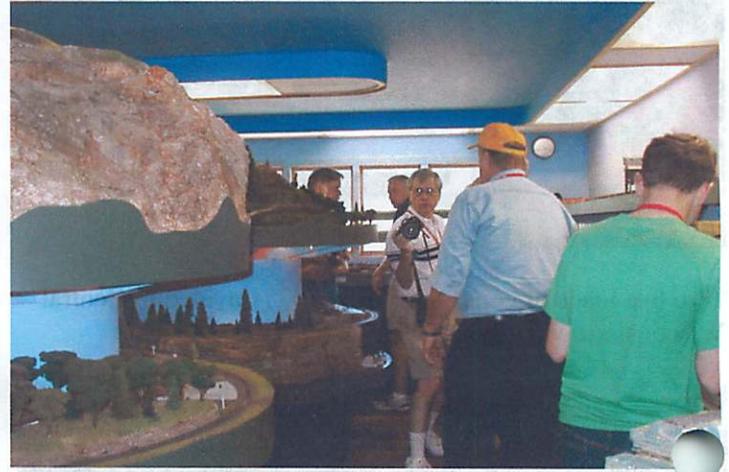
Pat Lyons and Arpad sent some pictures of their tour to share with the entire club. Thanks guys.



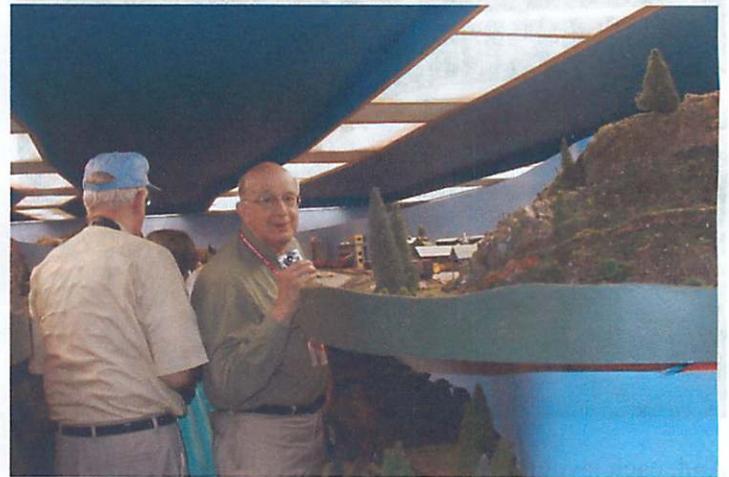
Arpad receiving appreciation plaque from bus tour guide and member of NMRA75 executive staff, Harry Grieshaber. Each member whose layout was on tour received a plaque.



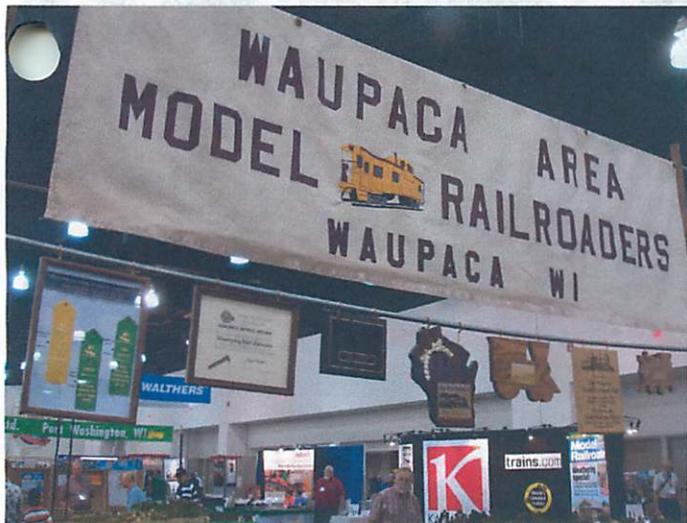
More tour pictures.....



It wasn't all guys. The ladies came too, and families including children...from as far away as Costa Rica.

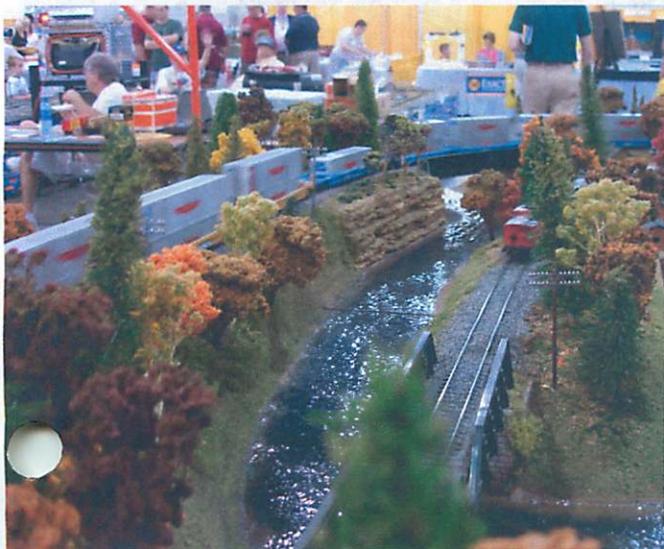


The Grand Old Lady goes to National – Again! – Gordy Sauve



In 1991 she was a grand young lady, the pride of the Waupaca Area Model Railroad Club. She was three years old and a pioneer in a new modular layout concept when she traveled to Denver and made her first appearance at the National Model Railroad Association Convention. Instead of being designed with inter-changeable member owned modules and tracks spaced to NMRA specifications at the front of the module she was designed as a continuous running folded dog bone with one theme and all modules owned by the club. Club members wanted to eliminate the "race track" format and having member owned module theme's clash...mountains next to deserts with no transition module and the like.

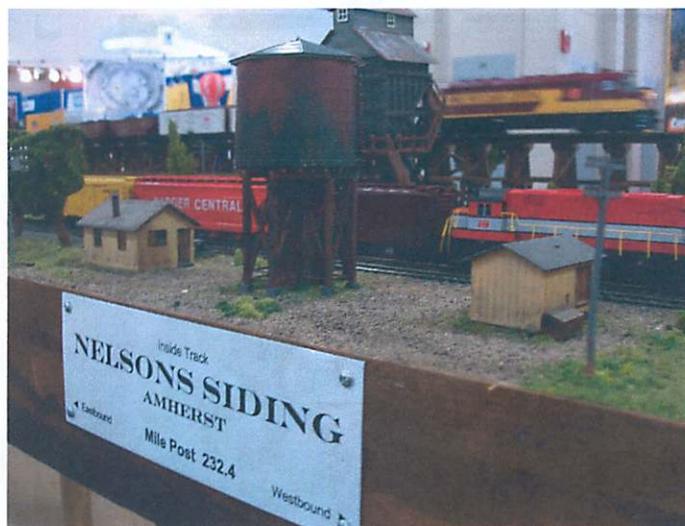
Over the intervening years she received four additional side modules that included an expanded yard and a long wooden trestle. Four end modules widened out the layout and allowed for the addition of the Knowlton /Wausau / Rothchild/Weston peninsula. Steel frames on casters make wheeling her in and out of shows easy, as does the swing



gate that automatically stops trains from diving to the floor when a member enters the center of the layout. She also received the most up to date electronics with the addition of DCC.

The layout represents both the Milwaukee Road – Junction City to Wausau and Soo Line/Wisconsin Central – Waupaca to just west of Junction City.

During the last three years she has received new legs, a new module at Wausau complete with roundhouse, turntable, station, ground cover, landscaping and vehicles. Her yard was expanded, sidings were added, new businesses were opened, roads repaved, the utility replaced power cables and new wiring was added. Track crews re-balasted, scenery crews re-landscaped and maintenance crews refurbished buildings. Signals made their first appearance, as did signs denoting cities, mile markers and directions.



New legs fold up under the module for ease of setting up and packing away. A new module connecting technique aligns modules and eliminates short pieces of track and track connectors to bridge the gaps between modules.

She made her first trip in converted camping trailer with custom designed racks. Her modules, controls and boxes of buildings just fit...with the help of a shoe horn. As she grew so did the need for a larger trailer. She arrived at her second convention in her third trailer, a shiny red one with a ramp that allows her modules to be glide into position for safe travel.

By invitation of the National Train Show, part of the NMRA convention, she appeared for the second time at a National Model Railroad Association Convention, this time in Milwaukee. She and the club were rewarded with a location close to all the action...just inside the main entrance.

Enough said. They say, "One pictures is worth a thousand words", so let's let the pictures speak for themselves...and the Grand Old Lady.

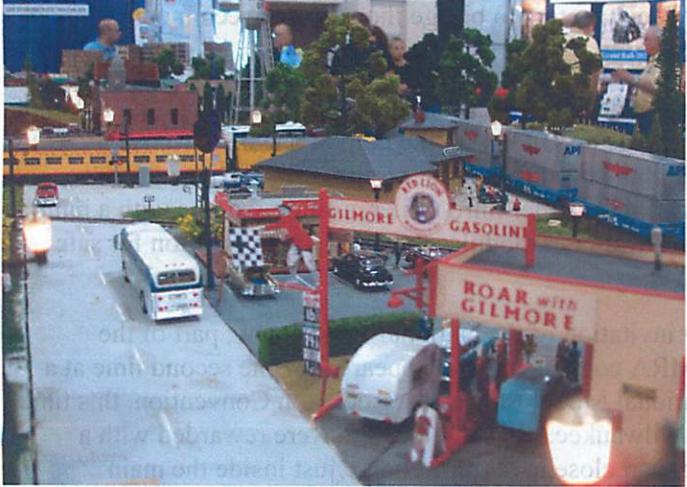
gate that automatically stops trains from diving to the floor



buildings. Signals made their first appearance, as did signs denoting cities, mile markers and directions.

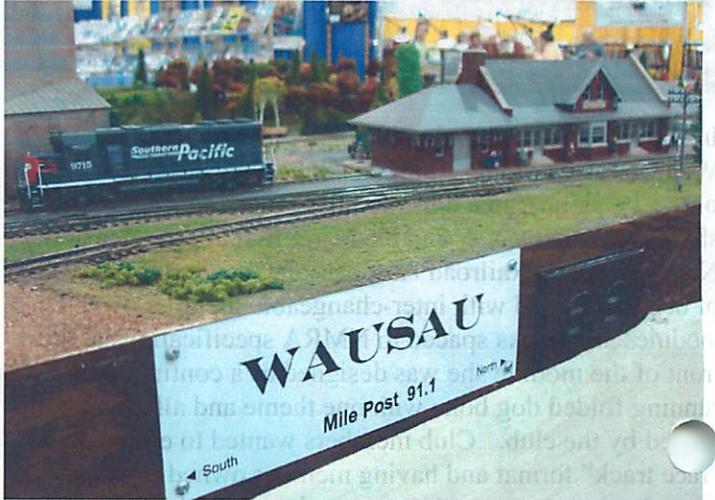


atoms modules and eliminates short pieces of track and



entrance.

Enough said. They say, "One picture is worth a thousand words," so let's let the pictures speak for themselves...and the Grand Old Lady.



Club Members represent the Goat at NMRA75 – Gordy Sauve



Member Pat Lyons stops by to discuss the convention with Phil and another GN member

Phil Gjevre and Tim Victor, members of the Great Northern Railroad Historical Society, and members of both WAMR and CWMR clubs manned the GN Historical Society booth at the National Train Show, part of the NMRA convention in Milwaukee. Phil has been editor of "The Goat", the society's magazine, for the last five years.

Converting HO plans into other scales (Updated) – Tip from Phil Gjevre

When you need to convert plans from one scale to another you can use a copy machine. The percentages are as follows:

HO to N scale (1:87 to 1:160)...54.4%
HO to S scale (1:87 to 1:64).....136.4%
HO to O scale (1:87 to 1:48).....181.4%

N scale is slightly larger than one-half of HO. You might note that to convert any of these or other ratios, -
• de the ratio number you want by the ratio number you have. For example, to convert O to N--divide 48 by 160=.30--or N to O divide 160 by 48=3.333>(3 and 1/3 times greater) When I copied your subway photos for N

scale, I used 33% just to increase the size a little more than actual. Kind of a handy item to keep in the back of one's mind when looking at plans.

Architectural drawings are frequently 1/4" to the foot--- .25":12" or 1:48. (Sounds like O scale to me!) Pretty quick conversion.

Modeling Tips – (reproduced from Waltehrs E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Grade Crossing Repairs. Grade crossings take a real beating from trains, highway traffic and the elements. Over time, pieces of asphalt crack and disintegrate into gravel that gets swept away by traffic, leaving a large gap along the edge of the crossing. If you've ever driven over a rough crossing you're familiar with the feeling! Maintenance crews periodically fill the gaps with asphalt and gravel to smooth the surface.

The repairs are easy to simulate on your layout. Once your crossing is in place and your streets are finished, get a flat black permanent marker or paint pen and draw irregularly shaped areas on the street side of your pavement, leaving the crossing surface untouched. Don't overdo it, just a few marks along the crack between the crossing and pavement are enough to make it look like cracks have been filled.

More Railroad Lingo: from Bob Todd (excerpts from the Glossary of Railroad Lingo are from Railroad Avenue by Freeman H Hubbard, 1945.)

Barefoot – Car or engine without brakes. (Many locomotives built in the 1860's and 1870's were not equipped with brakes except on the tank)

Electric Owl – Night operator

Grass Wagon – Tourist car (tourists like scenery).

Jam Nuts – Doughnuts

Jawbone Shack – Switch shanty.

Merry-go-round – Turntable

Master Mind – An Official

Petticoat – Portion of the exhaust stack that guides exhausted steam into the stack proper. When this becomes displaced, the spent steam goes back ghrough the flues, cutting off the draft from the fire.

Ringmaster - Yardmaster

WAUPACA AREA MODEL RAILROADERS

SCHEDULE OF EVENTS

July 2010 through September 2010

July 2010	August 2010	September 2010
1 Dave J/John P	5 Mike/Lynn	2 Arpad/Ops
8 Old Car Show	12 Willard/Vance	9 Ed/Mike
15 NMRA Layout Tours	19 Ed/Mike	16 Willard/Vance
22 Gordy (Ops)	26 Jim	23 Roger
29 Arpad/recap meeting		30 Eugene/Ops

SHOW SCHEDULE

2010

August 20-22	Soo Line Historical Society Convention – Neenah
September 12 & 13	Marinette Train Show
September 25 & 26	Minoqua Train Show – (Layout Displayed) <i>Semi-Annual Business meeting will be held Saturday night in conjunction with this show</i>
October 2	WLD Fall Meet – Escanaba, MI
October 2 & 3	Marshfield Show (Layout Displayed)
November 6	Winnebagoland Division Annual Operating Session – Manitowoc/Sheboygan
November 13 & 14	Trainfest – Milwaukee

2011 (Need to update all dates)

January 15 & 16	Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed)
January 31?	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
February 6-15?	Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI
February 7 (Sunday)?	Christmas Party -
TBA	WLD Spring Meet - Marinette
February 20 & 21	Madison Train Show
March 1	Paper Valley Swap Meet – Appleton
March 19 & 20	La Crosse Train Show (layout displayed)
April 5?	Model RR Show & Swap Meet, West Bend, WI
April 16-18 ?	Midwest Regional Annual Convention
April 23 & 24	Titletown Green Bay Train Show
May 14	Winnebagoland Division Spring Meet, Menomonee, MI
June 19 & 20	Strawberry Fest, Waupaca, WI
June 17-19	Milwaukee Road Convention = Wausau
July 8 – 11	Iola Old Car Show
June 17-20	CNW Hisotiral Soceity Convention – Kenosha
July 11-17	NMRA Convention (Layout tours & Layout displayed)
July 17	LaCrosse Railroad Fair

OFFICERS

President: Roger Vice President: Pete Secretary/Treasurer: Arpad

COMMITTEES

Portable layout: Pete (Chairman), Jan, Eugene, Mike Eiden, Bob T
Membership and Internal Affairs: Arpad (Chairman), Pat, Mary, Gordy, Mike Kirk, Mike Eiden
Special Projects: Lynn (Chairman), Randy, John Poris, Mike Kirk, Gary, Dave, Dayna
Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
Website: Gordy (Chairman), Pat L, Randy, Dean

The Crummy
Official Newsletter of the
Waupaca Area Model Railroaders
Waupaca, Wisconsin
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(715) 824-3233



Gordy Sauve, Editor

November 2010

Mundelein Railroading Trip? – Gary O

My son Tim, who will be leaving the seminary in May, has invited the club for a railroading week-end. Activities could include an operating session on the seminary model railroad (which will be disassembled when Tim leaves), train watching at Rochelle, and Sunday at the Wheaton Model Railroad Show. We would also have Randy Ugorek, who knows where to go train watching in Chicago, as a guide. The week-end is January 7-9. We could stay at the seminary for \$25 per night, two to a room. The date is the week-end before Artic Run. Let Gary (715) 343-9648 or let Pete know your interest within the next two weeks.

Annual Christmas Party

This year's Christmas Party will be hosted by Annand Vance Linden. The date is February 13, 2011. Please mark your calendars. Ask Ann or Vance what you can bring for the potluck. They will be keeping a list of what members will be bringing so we don't end up with all deserts or salads. Following the potluck and business meeting, will Vance host an operating session or a work session?

Have you considered hosting the Christmas Party? It is in January or February every year with the host naming which Sunday (except Super Bowl Sunday). Food is potluck and you get help cleaning up. Why not think about it for next year and then let Roger, Pete or Arpad know.

Waupaca Food Pantry Donations. As in past years our club has made a donation to the Waupaca Food Pantry during the Christmas Season. Our club's donation includes the interest earned on the memorial investment made in memory of Bob Schober. Members are free to add to that amount. If you wish to add to this year's donation please give your donation to Arpad as soon as possible.

2011 Dues Notice. Club dues of \$25.00 annually are due as of January 1, 2011. Arpad is now accepting dues at meetings or by mail. He will not accept cash. Please make your check out to Waupaca Area Model Railroaders.

Name: _____ Phone: _____ E-mail address: _____

Change in address/phone/e-mail: _____
Send to Arpad Eiler, N2403 Knight Lane, Waupaca, WI 54981

Contributing Members

Mundeline Railroading Trip? – Gary O
Annual Christmas Party
Waupaca Food Pantry Donations
2011 Dues Notice
What Did Roger Get Now? – Gordy
Over Spike Railroad – Gordy
Starting Over, But Not by Choice – Gordy
Modeling Tips – submitted by Jim Payton

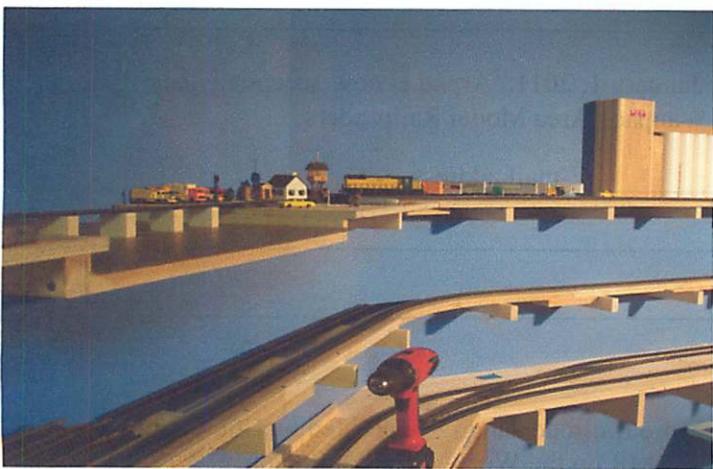
More Railroad Lingo – submitted by Bob Todd
WAMR on the Web – Ron, Pat S, Gordy
Portable Layout Update – Pete
Special Meeting Minutes – Sue & Arpad Eiler
WAMR Visits the Northwoods MR Club- Gary O
Northwoods Model Railroad Show - Gary
You Went Where? Did You Say Russia – Gordy
Schedule of Events

OK! What Did Roger Get This Time? – Gordy

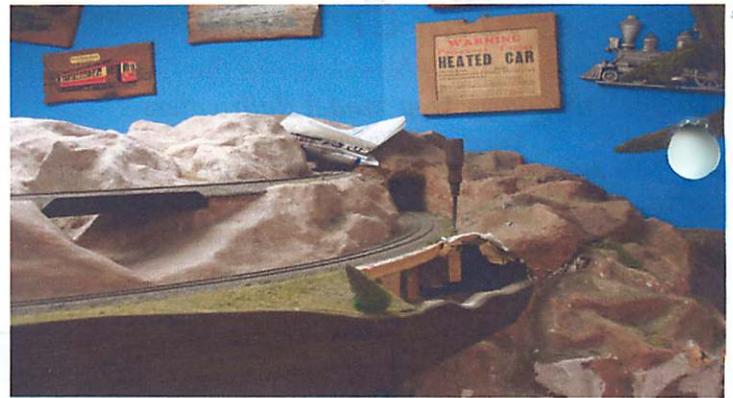
The March 2009 issue of *The Crummy* included the following excerpt:

(Editors note: This is the railroad that built Roger's house. When I joined the club the Allen Creek and Evergreen Hills Railroad occupied a large room in the basement of Roger's house. Then the railroad grew, and as a consequence, the house. A beautiful deck, supported by an addition to the basement railroad room, was added to the front of the house.

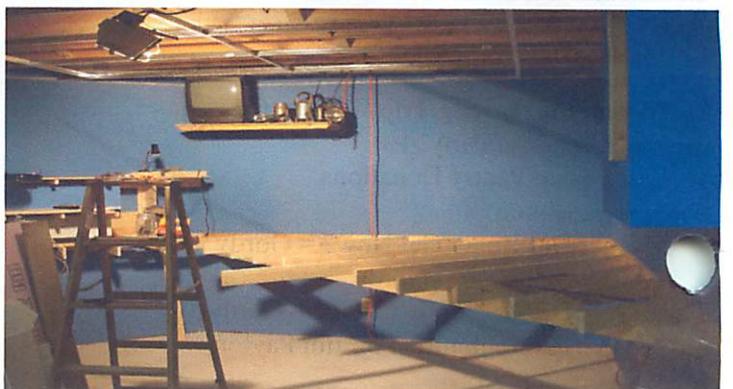
Then in March 2009 construction began on Virgie's new sunroom. So what's in it for Roger? You need to have a foundation under the sunroom, so why not build a basement under the sunroom and add the basement to the railroad room? This summer the sunroom was finished and work on the expansion of the EH & AC was begun. Here are some pictures to tell the story.



An addition to any railroad is not always construction. There is also a certain amount of destruction. First there was the wall that had to be knocked out between the old and new basement. And then there were two mountain men, one named Billy and one named Mike.



After living in central Wisconsin his whole life Roger discovered that there are no mountains in central Wisconsin...and then decided there really shouldn't be any on the EH & AC. Armed with chisels and hammers, Billy and Mike played the roles of twin earthquakes and destroyed the mountain.



The Silver Spike Railroad – Gordy Sauve

Long ago and far away, the far away is Clintonville, Ed found a railroad spike. He got a lesson in how to chrome it from a friend at work. The lesson cost him a \$1.00 for materials. "If I ever have a model railroad I will call it the Silver Spike."

The spike laid on a shelf gathering dust for a number of years. Then it happened. The kids grew up, got married and left the homestead. All of a sudden, the room above the porch was available and Ed's dream sprang to life. The Silver Spike Line was born

With help from the Waupaca Area Model Railroaders, the 8' x 24' room came to life. Inclusion of Digitrax as the control system was an easy decision.

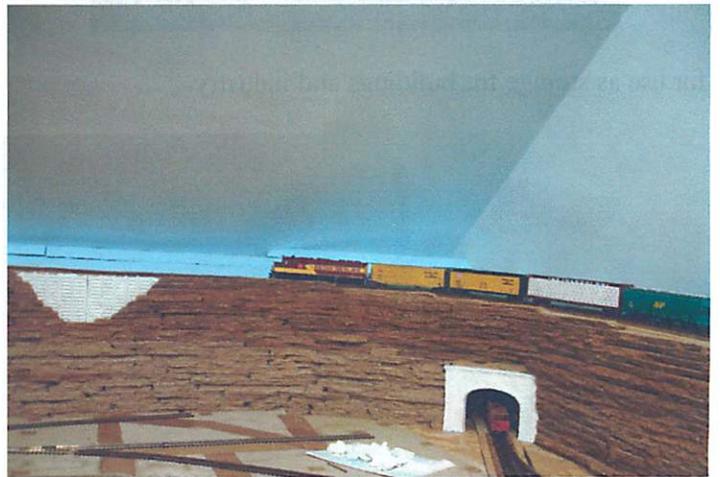
The list of industries include a paper mill, power plant, iron mine, fuel terminal, cement plant, lumber company, cannery, grain elevator, feed mill, farms, winery and a brewery. Any one for an *Eddy Lager* or a *Chateau de Murrow*?



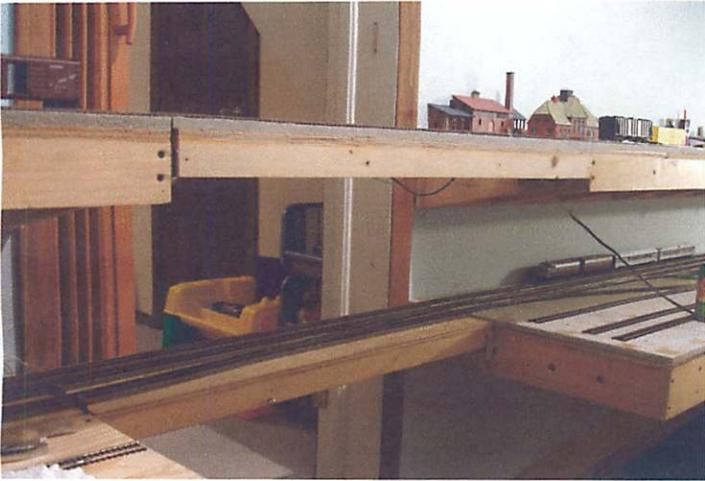
To fit it all in, Ed had to resort to having a double-deck layout.



It's 120' mainline (total trackage of 350') crosses the Little Wolf River and climbs Murrow Bluff to reach the second level.



Ed worked diligently to build two specially designed sections of bench work that would bridge the door that gives access to the railroad room. One section drops down and the other rises up.



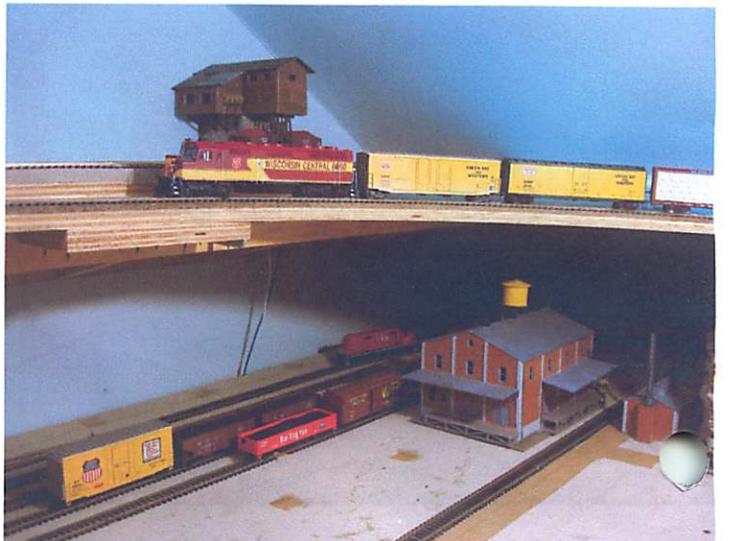
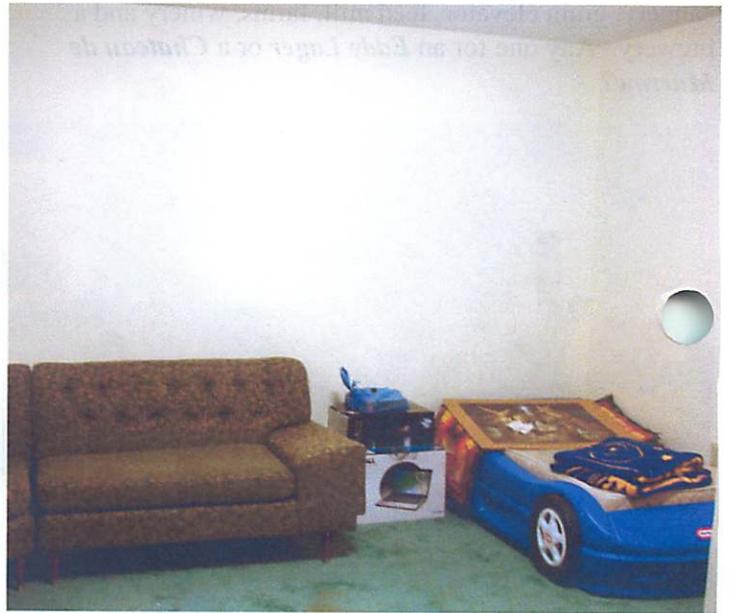
Already too small, a common occurrence of member layouts and with an eye to the future, an adjoining room separated only by a small closet was acquired by condemnation and a declaration of eminent domain



Can anyone see an expansion through the closet for additional trackage?



for use as storage for buildings and industry.



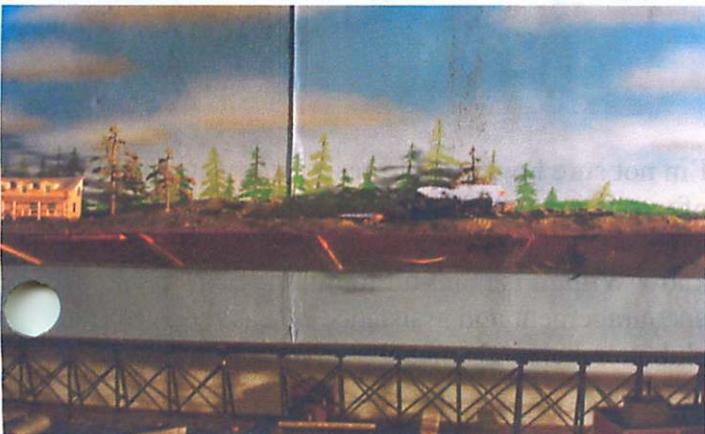
Starting Over, But Not by Choice – Gordy Sauve

Earlier this year founding member Willard Wilde got an unwelcome knock on the door...at 2 AM.



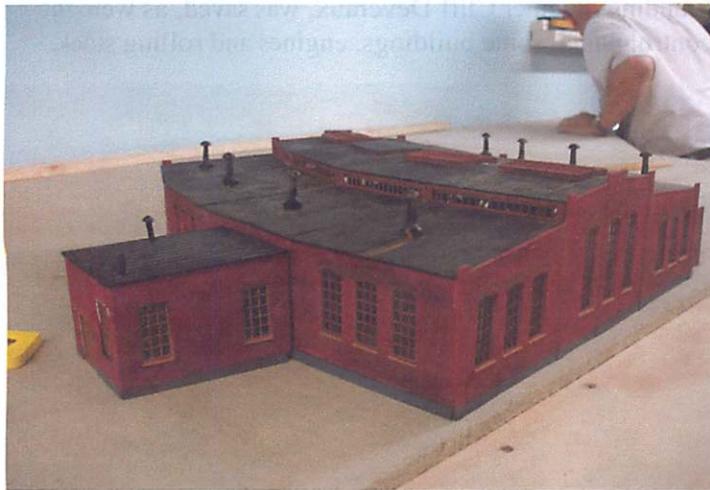
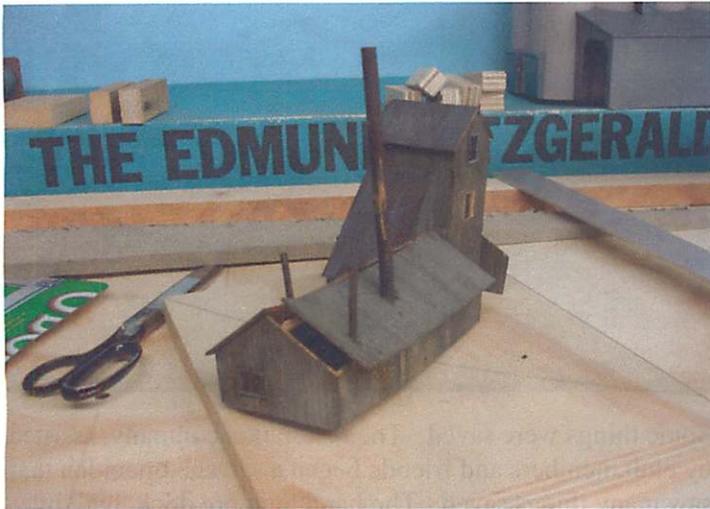
The sky was red and orange and heat permeated the air. The garage separating the house from the railroad building was fully engulfed. This is the garage where in 1964 the Waupaca Area Model Railroaders got their start.

The damage didn't stop at the garage but spread to the house and the new adjacent railroad building (built in the mid 70s), both which were badly damaged by the fire. The 20' x 36' railroad building took a big hit.



Some things were saved. The restoration company, assisted by club members and friends began a salvage operation that saw many things saved. The hand built ore dock, built by founding member Cliff Deveraux, was saved, as were the control panel, some buildings, engines and rolling stock.





This roundhouse is a compilation of three roundhouse saved from the fire.

Once equipment and debris were cleared out, reconstruction was begun. New struts and a new roof were installed, and bench work was started. So much was damaged that a new totally new layout had to be designed and built. Jim Payton took charge. The struts allowed for a new design because there were no longer roof support posts down the center of the building.



I'm not sure how I would react after watching 46 years of work, fun and enjoyment come close to destruction. My hat is off to Willard and his courage to start over. I know Willard is thankful for all the help, support, encouragement and assistance he has received from club members.

Modeling Tips – (reproduced from Waltehrs E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Abandoned Storefront. If you model a tired old town, try adding a vacant storefront along Main Street. For waxed-over windows apply a light wash of white paint to the inside of large display windows. Don't worry about complete coverage because you're just trying to obscure vision through the window while still letting light inside. To make a boarded up window, cover it with a thin wood sheet (1/32" or thinner) cut to fit. The wood may be painted over for protection from the elements.

If the store has an illuminated sign, the plastic front is often flipped inside out so it can't be read, leaving a ghost image of the lettering that reads backwards. This is easily modeled by printing the sign on your home computer with the lettering mirrored at 10-20% opacity on photo paper and applying it to the sign frame. Since the building is unoccupied, the sign won't be lit. Other details include weeds surrounding the back door, broken pallets on the rear loading dock (if there is one) and junk mail sticking out of the mailbox.

More Railroad Lingo: from Bob Todd (excerpts from the Glossary of Railroad Lingo are from Railroad Avenue by Freeman H Hubbard, 1945.)

Back to the Farm – Laid off on account of slack business. When a man is discharged he is given *six months twice a year*.

Take the Rubber out of Them – Disconnect the air hoses on a train.

Snakehead – A rail that comes loose from the ties and pierces the *floor* of a car, a fairly common accident with the strap-in iron rails of a century ago.

Pinhead – Brakeman. **Pin-lifter** is yard brakeman. **Pinner** is a switchman that follows. **Pin-puller** is a switchman that cuts off cars from a train. The old-style link-and-pin coupler (now rarely used) was called Lincoln pin.

Open-air Navigator – Hobo riding freight on top.

Head-end Revenue – Money which railroads receive for hauling mail, express, baggage, newspapers, and milk in cans, usually transported in cars nearest the locomotive, these commodities or shipments being known as *head-end traffic*.

Wedge Box – Yardmaster's office; president of the road.

Lever Jerker - Interlocker lever man.

WAMR on the Web –

Ron Hartl sent me an e-mail regarding his video about the national convention.. It is an interesting piece. "I finally put together the youtube video for the National show. It is only of the setup of the layout done in interval record mode and a quick pan of the show hall."

<http://www.youtube.com/watch?v=8N6c0d8vxSY>

Pat Smith's layout is also on youtube. Someone who was on the layout tours did a good job in putting together three videos of Pat's Layout. Go to youtube and type in cajon passwi.

Maintenance Time on the Portable Layout –

The portable layout is again set up at the Stevens Point Mall. It will be there November, December and January...until the CWMR Artic Run Train Show. Your optional Tuesday work sessions are available. There will be other non-Thursday Portable Layout Work Sessions as members are available. If you are interested in working on the layout call Pete, Jan – all of who have keys. Pete cell (715) 347-6991, Jan (715) 592-6375 – Jan's cell (715) 310-9002.

Waupaca Area Model Railroaders, Ltd.

Special Meeting, October 28, 2010. A Special Meeting of the Waupaca Area Model Railroaders was held at the home of club member John Poris. The meeting was called to order by Vice President Pete Ugorek at 7:05 p.m.

Those in attendance: Arpad Eiler, Pat Smith, Lynn Draper, Bill Schulz, Gordy Sauve, John Poris, Eugene Much, Jan Trierweiler, Pete Ugorek, Mike Eiden, Pat Lyons, Dennis Cook.

First order of business: An application has been sent in to attend the Arctic Run train show in Stevens Point.

Second order: We have a lease for the Stevens Point Mall at a cost of \$100 per month for the months of November, December and January.

Third order of business: Special projects manager Dennis Cook reports that Eric of Accurail will sell us 2011 and 2012 WAMR club cars at \$13.73 each for \$626.09 for 48 cars. The cost goes down to \$13.04 each if 98 cars are ordered totaling \$1252.18 plus shipping. Motion to purchase 96 cars at a total of \$1252.18 plus shipping was made by Jan, seconded by Bill. Motion carried.

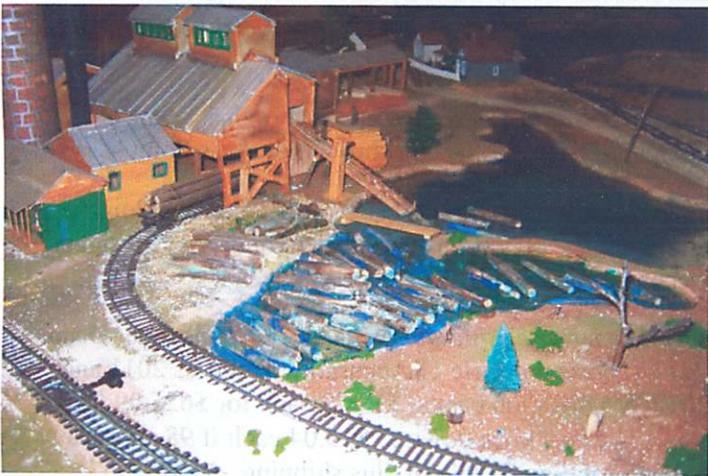
Motion to adjourn meeting made by Pat Smith, seconded by Dennis. Motion carried. Meeting adjourned at 7:21 p.m.

WAMR visits Northwood's Model Railroad club layout in Minocqua – Gary Oudenhoven

As part of the Minocqua Train show this past September 25/26th, our club was given a special tour of their club layout they are building in the basement of Minocqua Museum. The museum is at 503 Flambeau St or one block to the west off the main drag thru Minocqua downtown. It is generally open June thru Labor Day, Mon-Fri from 10-4. It features displays showing the early days and history of the area. It does not have a website but is Googleable.



The Northwood's Model Railroad club started about 4 years ago and has 16 members. Most of the club members are all from outside of the area and decided to retire or settle in the area and model railroading brought them together. They started their 14' by 24' layout at the museum about 3 years ago. They generally meet every Wed night except the 3rd Tuesday is business meeting.

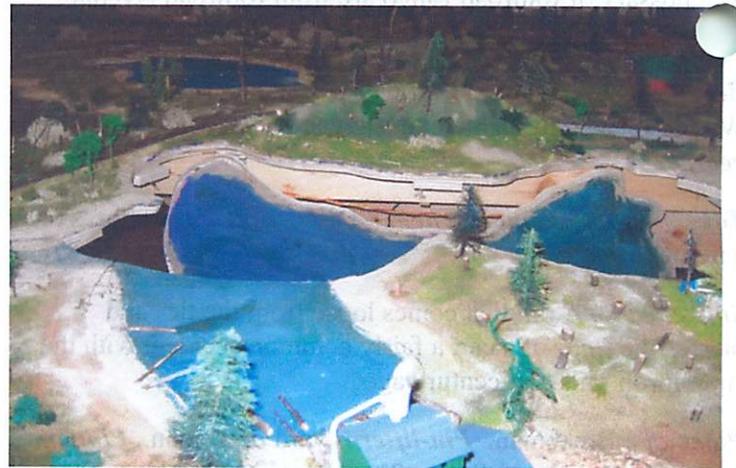


They are modeling the late 1800's to early 1900's or just after the area was all logged out. It is a compressed representation of Lake Tomahawk, Woodruff, Minocqua, Hazelhurst to Lac Du Flambeau. Track is 100% complete but still working out some of the bugs.

Scenery is about 85% done and they hope to finish by Spring 2011.



The layout is powered by Digitrax and will run 2 trains automatically. They have a push button timer (like used for your bathroom fan) that has various timed minutes on it. The museum staff (mostly older ladies) can come down with a group and push the button to have the display come alive with trains running. The layout also has 4 reversing loops so they can adjust train directions.



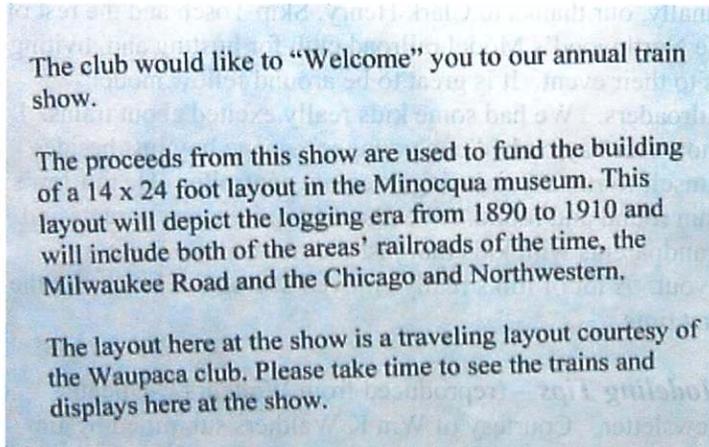
They have unique access hatches with hinged lakes. These pictures do not do justice but it was amazing the number of tree stumps on this layout. They are probably a lot easier to make than trees though.

The club also sets up a Lionel Christmas Display starting in Thanksgiving at the Clock Tower downtown. They generally run it Friday and Saturday afternoons and it has been a very popular local event.

Our thanks to Clark Henry, our host and club member for providing us the tour.

Report of our WAMR layout at the 2010 Northwood's Model Railroad Show in Minocqua – Gary Oudenhoven

For the second year in a row, WAMR was invited to the Minocqua Train show this past September 25/26th. It is part of the same weekend that they have their annual Beef O' Rama event. It is hosted by the Northwood's Model Railroad club. Picture of sign at ticket table...



It was an interesting trip up. We were a little late getting moving this time. Roger's truck was out for repairs or should we say it ended up to be 2 trucks...see rest of story later. Thus Jim Payton offered to pull the club trailer with his ¾ ton pickup truck. But, his truck has a much higher hitch receiver and thus he had to run back home to get his camper hitch otherwise the club trailer would have had the back bumper dragging. We did get on the road but then dealt with very high gusty winds. Gary Oudenhoven was glad he did not have to use his Suburban. Jim's truck had no problem. That diesel went thru the wind, up and down hills like nothing. Those of us in cars, had trouble keeping up to him. When we arrived, it was raining but luck was on our side. The show this year was at the Minocqua high school and had the perfect inside loading dock. We were able to back the complete trailer in and roll everything thru the gym out to the front school lobby for setup.



WAMR was the only operating layout. The show was attended well on Saturday during the Beef O' Rama part. Sunday was a little slow but we had nice visits with the club and vendors at the show. The layout went together great and worked fine.



Below are some of the vendors on Sunday. To the right is Tom Burg who was selling some of his books and other publications. The show had mostly Lionel and lots of older stuff. They did have some stuff for the kids with switching etc.



The lobby of the high school was not real huge but had nice restrooms and they even had food table. Some of our folks did go downtown for "Where's the Beef".

Saturday evening, our club was invited to tour the Northwood's Model railroad club layout...see other article. We also got to see the Lionel layout by Skip Tosch like the year before. Last year, the Crummy had article on that amazing layout. The group as usual had great time eating out and socializing (talking smart). Speaking of Skip, he was one of those selling with some of his massive collection. Note,

when I said to say "Train" to get him to smile for the picture, he said Let's Deal!



Takedown went very smooth. The front lobby had a removable center post on the double doors. We were able to roll out everything. The maintenance person at the high school was a great help.

Now for the rest of the story with Roger and Virgie Hildebrandt and their 2nd vehicle. They had bought a used Mountaineer from a certain green & gold dealer in Waupaca and then did an 11 State, 7000+ mile trek with their camper. No problem. It had a leaking manifold header before they left that would get repaired when they got back. It turned into a big and drawn out repair with them having to lift the engine out. Well they finally got it back just in time to pull their camper up to the Minocqua show but it still had the battery warning light coming on. They were assured it was ok. Roger had a 6th sense and knew it was still not right.

Well anyway, Roger and Virgie did get up to the campground and then over to the restaurant before their SUV truck died with no lights, battery...everything dead. They left it in the parking lot and used the Gary O limo service to the campground and back since the local Ford dealer was nearby. The next morning, it took major jumpstart to get their truck running. These new vehicles with dead battery, even with jump start, will still not operate anything or even shift. Roger was lucky the key still worked to open the driver door. Roger had t have the jumper cables connected to Gary O's car to even shift it into drive.

Well, we did get drive their truck the short distance to the Ford dealer to find they have no Saturday morning repairs. But next door, was a tire/light service repair shop that was able to take the truck. They put on a large battery charger for awhile so they could move it inside. They then found a loose wire to the battery control module and another unhooked sensor hose. Yahoo, the truck was fixed by Saturday noon or so. Virgie was getting a little frustrated by then and really couldn't wait to talk to the Waupaca service

manager (again!). Some of us wanted to be there to witness that but we heard Roger went solo that the following Monday morning when he went to get reimbursed for this special repair. **It sure was a lot easier in the old days when you could push your vehicle and pop the clutch.** But all in everything worked out. Heck, Roger is retired and he was ready just to camp another night if he had to wait for repairs on Monday. Must be nice to not have to worry about working. End of story...

Finally, our thanks to Clark Henry, Skip Tosch and the rest of the Northwood's Model railroad club for hosting and inviting us to their event. It is great to be around fellow model railroaders. We had some kids really excited about trains. I know Jim Payton had one younger teenage boy just besides himself to run a train using a remote controller. He ran Jim's train round and round. We also had quite a few parents and grandparents with kids that just did not want to leave our layout. A lot of folks really enjoyed seeing our layout for the first time.

Modeling Tips – (reproduced from Waltehrs E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Blackened Buildings. If you've ever looked at old photos of brick buildings, you might notice that into the 1960s many of them looked dark gray, blackish brown or faded black, not the familiar brownish red or cream color we associate with brick. In the era of steam locos and coal for home heating, smoke particles stained porous brick and concrete surfaces. If you model the steam era, the staining is relatively easy to model using washes on painted brick.

Once you've painted your structure, you can achieve the stained brick effect by spraying or brushing on an India ink solution. Mix four drops of India ink into a half cup (4oz) of rubbing (isopropyl) alcohol. Working in a well-ventilated area, use a spray bottle to apply a mist of the solution or use a paint brush. Do NOT apply this mixture to anything that has been sprayed with a flat clear coat as it will react and ruin your finish. Once dry, if you don't feel the coverage has aged your brick enough, apply another coat, and repeat the process until you're satisfied with the results.

More Railroad Lingo: from Bob Todd (excerpts from the Glossary of Railroad Lingo are from Railroad Avenue by Freeman H Hubbard, 1945.)

Bunch of Thieves – Wrecking crew.

Drifting Throttle – Running with steam throttle cracked open to keep air and dust from being sucked into steam cylinders.

Douse the Glim – Extinguish a lantern, especially by a sudden upward movement.

You Went Where? Did you say Russia? -
Gordy Sauve



I grew up during the cold war. Russia was the enemy. It was always painted as a backward aggressor country, without religion, but with spies, and espionage. It built the Berlin Wall separating German families from one another. The Kremlin, the seat of the communist party stood against what we stood for in the free world.

While in the Navy we sailed to Africa to keep an eye on the Congo Crisis, policed the Gulf of Aden, and eventually a potential action closer to home. I laid in my bunk off the coast of Cuba when President Kennedy made his famous speech to "Get your missiles out of Cuba, or else!" Then they shot down Gary Powers U-2 spy plane. Here's what's left of it in their Military Museum



Never did Diane or I think we would ever visit Russia. When the opportunity presented itself, Diane and I, along with our traveling buddies Jean and Charlie couldn't resist. We visited the Kremlin (which means fort in Russian which also means there are other kremlins in Russia. The famous Kremlin in Moscow covers 68 acres five churches, numerous office buildings, and gardens.



We stood in Red Square and saw Lenin's tomb, Then we sailed the Volga River and the waterway connecting Moscow and St Petersburg. The 1321 km waterway uses 19 locks, four lakes and seven rivers to connect Moscow to the Gulf of Finland and the Baltic Sea at St Petersburg. One set of locks raises and lowers ships 45'.



I am the 5th oarsman from the front of our ship. Just kidding. This picture was on the wall of our ship. We sailed on the one on the next page



Russians are friendly people as concerned with everyday life as we are; and they're just as modern. You can watch Hanna Montana, CNN, go to McDonalds, Pizza Hut, or Cartier. At Red Square you can even shake hands with Sponge Bob.



You can drive a Toyota, Mercedes, Ford, or a Kia on wide city streets or freeways. Newly weds can rent limos for a trip around town. Anyone recognize the stretch Hummers, Lincolns, and Fords?

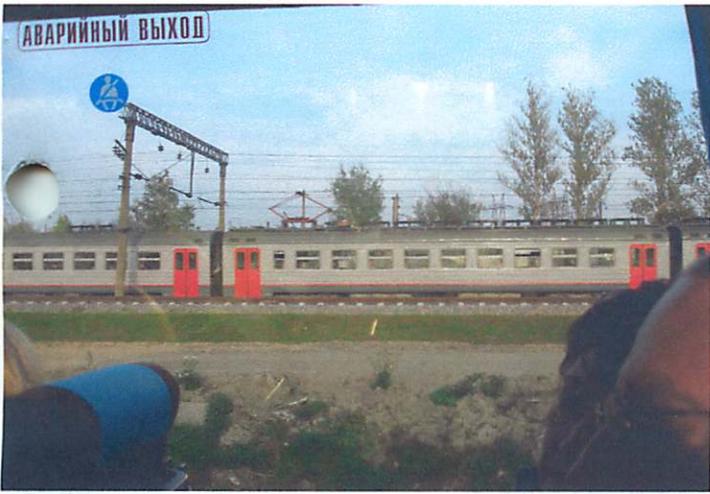


If you are so inclined you can take a subway, 80' under ground with beautiful subway stations.



or from a station like this, you can take a commuter train.





There are also street cars, trackless trolleys & buses. Sorry for the blur-r-r, the camera doesn't like moving objects



We stood in a city celebrating its 1000 anniversary,



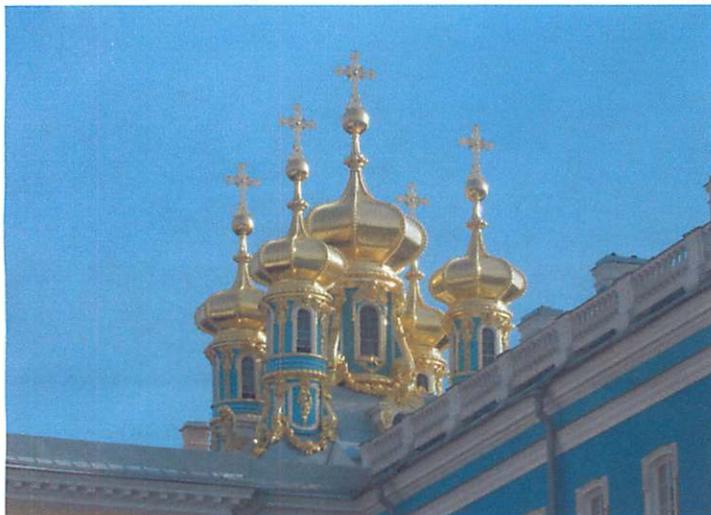
Visited a monastery built before Columbus discovered America, and



a church built without using nails.

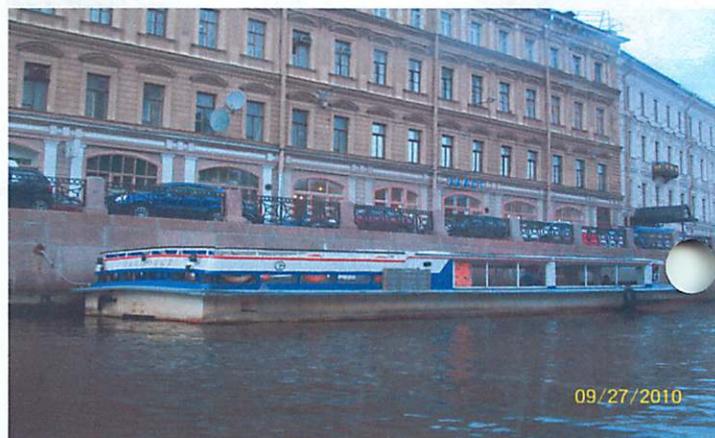


There were palaces and fountains...



Then there was the ballet and the Hermitage Art Museum that occupies five major buildings and over one million exhibits...everything from Michelangelo to Picasso.

And the trip would be unfinished without a boat tour of St Petersburg, the Venice of the north?



**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
October 2010 through December 2010**

October 2010

7 Willard/Mike & Mary
14 Vance/Ed
21 Roger - W/Eugene Op
23 *Randy/Dayna - SAT*
28 John - Ops

November 2010

4 Jan/Ed
11 Roger/Mike & Mary
18 Willard/Vance
25 Thanksgiving

December 2010

2 Arpad - Ops
9 Vance
16 Mall ?
23 Mall ?
30 Roger (Ops ?)

SHOW SCHEDULE

2010

October 16	Paper Valley Swap Meet, National Guard Armory
October 24	NEW O gauge Train Show & Swap Meet - Green Bay
November 6	Winnebagoland Division Annual Operating Session - Manitowoc/Sheboygan
November 13 & 14	Trainfest - Milwaukee
November 26-27	Paper Valley Open House - Appleton
January 15 & 16	Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed))

2011

January 29	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
February 4-13	Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI
February 13 (Sunday)	Christmas Party - Vance
February 19 & 20	Madison Train Show
March 19 & 20	La Crosse Train Show (layout displayed ?)
April 9-10	Happy Grandparents Model Train Show, Menomonie, WI (layout displayed)
April 15-17	NMRA Midwest Division Convention - Madison, WI
April 20/May 1	Titletown Green Bay Train Show
May 19-22	CNW Hisotiral Soceity Convention - Kenosha
June 18 & 19	Strawberry Fest, Waupaca, WI
July 3-9	NMRA National Convention - Sacramento, CA
July 7-10	Milwauke Road Convention - Austin MN
July 7-10	Iola Old Car Show

(Need to update dates)

TBA	WLD Spring Meet -
March 1	Paper Valley Swap Meet - Appleton
April 5?	Model RR Show & Swap Meet, West Bend, WI
May 14	Winnebagoland Division Spring Meet, Menomonee, MI
July 17	LaCrosse Railroad Fair
August 20-22	Soo Line Historical Society Convention - Neenah
September 12 & 13	Marinette Train Show
September 25 & 26	Minoqua Train Show - (Layout Displayed)
October 2	WLD Fall Meet - Escanaba, MI
October 2 & 3	Marshfield Show (Layout Displayed)

OFFICERS

President: Roger Vice President: Pete Secretary/Treasurer: Arpad

COMMITTEES

Portable layout: Pete (Chairman), Jan, Eugene, Mike Eiden, Bob T
Membership and Internal Affairs: Arpad (Chairman), Pat, Mary, Gordy, Mike Kirk, Mike Eiden
Special Projects: Lynn (Chairman), Randy, John Poris, Mike Kirk, Gary, Dave, Dayna
Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
Website: Gordy (Chairman), Pat L, Randy, Dean

Modeling Tips – (reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Barren Winter Trees. If you're modeling a winter or early spring scene, barren deciduous trees are a necessity. Several manufacturers offer easy-to-use plastic tree armatures (trunks with bare branches) alone or as part of tree kits. As supplied the armatures are usually molded in brown plastic and can be bent into realistic arrangements. Here are a few tips for making them look more realistic.

Once you've shaped the trunks and branches, smaller branches/twigs can be simulated using static grass. Apply a sparing amount of spray adhesive to the tips of the branches and sprinkle with brown or golden static grass to achieve the wispy look of the smallest twigs that grow leaves in the summer. Once dry, paint your tree to match your chosen prototype. We usually think of tree trunks as brown, but they're really closer to gray-brown. Some varieties, such as birches, may be different colors, so match your paint to the kind of tree you wish to make. If you don't want to mix your own colors or prefer to brush paint, use a light gray wash of plastic-compatible paint so some of the armature's brown color shows through. If you're using a brush, take care not to let the wispy static grass clump together. For a final touch, make sure to spray the finished tree with a clear dulling coat.

It's Not All White. Flakes fall from the heavens, coming to rest on a white blanket covering the ground, trees and structures. In an ideal world, everything would remain white until the spring thaw, but in reality that's seldom the case. Modeling snow is easy-many manufactures make products to simulate freshly fallen snow on your layout. Once you've applied snow cover to your scenery try adding some areas where snow has gotten dirty.

The most common areas where you'll see dirty snow are along the shoulders and medians of streets and highways, around the edges of plowed parking lots and in gutters. On snow-covered track, a few inches of snow on either side of the rails turns gray or black. Dirtying up snow is easy using dry brushing techniques and/or chalks in dark gray or brown. Along streets, apply color to the snow remaining in the lanes, the gutters and the piles along the curbs. For highways, use a light gray color on the snow a few feet from the edge of the lanes to simulate ice thrown by fast-moving plows.

The Crummy – Official Newsletter of the
Waupaca Area Model Railroaders
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