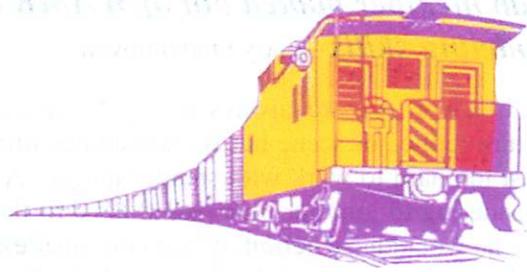


**The Crummy**  
*Official Newsletter of the*  
**Waupaca Area Model Railroaders**  
**Waupaca, Wisconsin**  
3980 Elkins Rd , Amherst, WI 54406  
[www.wamrltd.com](http://www.wamrltd.com)  
[wamrcrummy@yahoo.com](mailto:wamrcrummy@yahoo.com)  
(715) 824-3233



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Gordy Sauve, Editor

January 2011

### ***Annual Christmas Party***

This year's Christmas Party will be hosted by Ann and Vance Linden. The date is February 13, 2011. Please mark your calendars. Again, it will be potluck. Ann and Vance 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 Vance will host an operating session? Rose may have activities for the ladies during the business meeting.

During the business meeting we may set the schedule for Thursday night sessions. Also to be discussed will be Strawberry Fest, The Iola Car Show, WLD Operating Sessions (November 2011), and show schedules.

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.

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### ***Contributing Members***

- Christmas Party
- Contributors
- Dues Notice – Arpad
- Newbie Club Member – Gary O
- The Green Challenge – Gordy
- Website Improvements & Updates – Gordy
- WAMR/NMRA75 Legacy Book – Gordy
- Strawberry Fest Demo-Derby – Dennis
- Managing your Webpage – Gordy
- Roger's Expanded EH & AC
- What I Would Do Differently – Gordy
- Bob Todd's Newest Projects
- Schedule of Events
- Modeling Tips – submitted by Jim Patyon

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### ***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

## ***Newbie club member booted out of WAMR due to poor modeling skills*** – Gary Oudenhoven

As model railroaders, we are always trying to create the perfect miniature replica or scene but we sometimes find our big fingers just too hard to work with smaller things. A new candidate considering to join our club would have fit the bill perfectly since he would have definitely been the smallest and he could work on the layout while it was still in the club trailer. Mr. Mus Musculus tried to join the WAMR club this past November. It only took about 10 seconds for club members present to realize his modeling skills did not meet our needs.

His first attempt was to create a hobo camp with insulated walls. Below picture is among the autumn tree scene to the left of the SOO bridge when viewing from outside the layout.



It took several other club members using tweezers about 15 minutes to remove Mus's model of the hobo camp. Some thought Mus might have been trying to model a romantic hideaway since it was highly lined with Kleenex and toweling worked into the trees and bushes.

His second attempt was understanding DCC. He was trying to determine the plus and minus on the power cord with our programming track. It was amazing that he was able to do it all thru the case by working thru the 1.5 inch hole behind the cooling fins of the Digitrax DB150 unit. His workmanship was very crude since he basically used his teeth to chew off the insulation on both wires. If that ever happens to you, Roger Hildebrandt did the repairs and knows how to shorten the power cord and reattach inside the DB150 transformer windings.

As club members, we may find others in our club to have neatness or sanitary issues from time to time. Mus really got on everybody's nerve in this area. He left nuts or more specifically 2 acorn nuts (You know they attract rodents). He

also had the habit of tearing/shredding paper toweling and also could not use one Kleenex but the whole box.



Mus also had a problem of not taking the time to go the bathroom and instead would just go anywhere. Note: For some club members that can become a problem as they get older so maybe it is not a big deal anyway. See below and those brown droppings are not part of the wood underside of our table shelves.



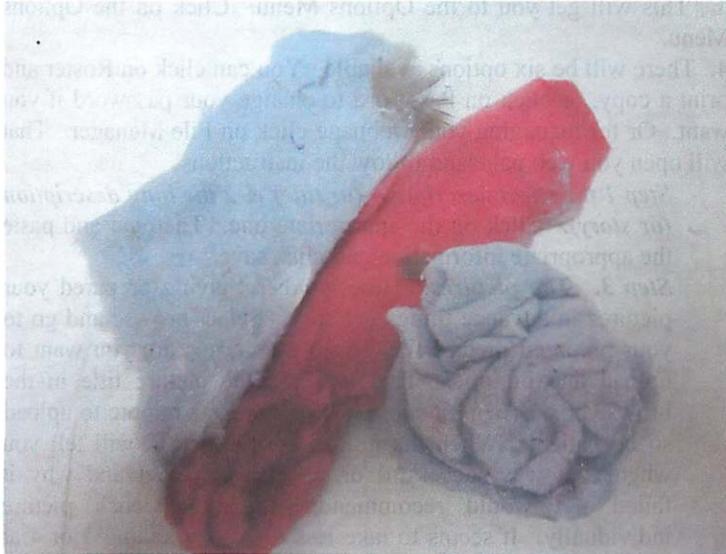
In case you still do not know who Mus is....he is very distinctive with pointed nose, large rounded ears, has gray hair and has a long scaly hairless tail. Mr. Mus Musculus's is his Latin name and thus his nickname is Mouse.

Final Note: After we unloaded the WAMR trailer and setup the club layout at the Center Point Mall this past November, it was a unanimous decision that Mus is no longer welcome as a WAMR club member. Most of us are still amazed he did not do more "poor" modeling or rewiring. When it does get warm out again, we plan to figure out how Mus squeezed in. Our guess is the rubber stripping on the ramp door. We need to Mus or Mouse "proof" our WAMR trailer.



## ***The Green Challenge*** – Gordy Sauve

Today everyone is trying to be green by recycling. However, every year a pile of this stuff gets tossed and may be of some use to model railroaders, a possible scenery material?...???



It comes in a variety of colors depending on what was washed and dried. It is dryer lint, the stuff that collects in that little screen and always seems to need emptying. That lint contains part of my favorite sweatshirt, and some of my blue jeans.

There's the challenge. Help me find some use for this stuff. It's already paid for and it seems to be a shame to just toss it in the trash every week.

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## ***Website Improvements & Updates*** – Gordy Sauve

The WAMR website has increased capacity and a new server. Since I retired my company server has sat idle in my office holding files I was obligated to save for three years. That time has expired and my server is now back to work, this time as the host server for the WAMR website.

Thanks to club member and web master Dean Carriveau who reformatted the hard drives and transferred the sight to the new server we will have plenty of room to add to the sight.

Ed Murrow now has pictures of his growing layout on the sight. Soon Phil Gjevre and Tim Victor's layouts will join the roster.

Now that the dust has settled, the pressure of the NMRA75 layout tours and convention are over it is time to show the world our modeling skills. Take some time to update your page. It is easy to delete some of your old pictures, and then add new ones. The article "Managing your WAMR Ltd Webpage" in this issue of *The Crummy* should help you with the mechanics of the process. If you have questions, please give me a call.

## ***WAMR/NRMA75 Legacy Book – First in a Series.*** – Gordy Sauve

It was fun publishing the book commemorating the club roll in NMRA75 National Convention and I want to thank those of you who supported my efforts by purchasing a copy. I still have copies for those of you who have not picked yours up, and a few copies for those you who would like to purchase another copy.

I have heard from some members that it would be nice to have another book featuring member layouts that were not on tour. There are 13 additional layouts either completed or under construction, an additional three in the talking stages, a 12" = 1' depot being restored, and a restored baggage car as potential subjects...enough for two more books.

If there are nine layouts ready to be photographed by the fall of 2011 or winter of 2012 I will put together a second book called *WAMR Legacy II*. The balance would be published in a third edition entitled *WAMR Legacy III* the following year.

In order to be ready to be photographed the layout need not be complete. What it needs to have are enough finished scenes to take about 15 or 16 pictures.

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## ***Strawberry Fest Demo-Derby*** – Dennis Cook

You are invited and highly encouraged to participate in this year's new event. In an effort to keep things new and exciting we are adding an event called a Demo-Derby - not a demolition derby, but a demonstration derby. The demo-derby will be in an area adjacent to the model contest.

A series of free tables will be set up both days so WAMR members, members of visiting clubs displaying their modular layouts, and individual entrants to the model contest will have the opportunity to demonstrate their skills by working on one or more of their current personal projects. I want to encourage each of you to plan on spending an hour or two working at the tables demonstrating your skills and answering show goers questions. This is not a time scheduled event.

I also want to encourage each of you to bring a completed project to be entered in the model contest.

Thanks to everyone who has helped make our previous 21 shows a success. This is our 22<sup>nd</sup> show and we can make it the best yet.

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## ***Quip***

Remember. Any ship can be a minesweeper once.

An Old Navy Salt.

## Managing your WAMR Ltd Webpage

There are three elements to everyone's personal web page.

1. The title and verbal description
2. Twenty pictures
3. Twenty picture captions.

-----  
You can change any part of your webpage as often as you want. All you need is your login name and your password. When you log in for the first time your login name and password are the same. However, when you log in the first time you must change your login to something that is significant to you and that you alone will remember.

### PREPARING YOUR PICTURES, CAPTIONS AND STORY

The easiest way to manage your file is to create a file for each of the above items. Then when you go to your page all you need to do is add (if a new page or you have less than 20 pictures), or if you are changing your page, delete the selected items and then insert the new items. The verbal descriptions and the picture captions would be just cut and paste.

Instructions for the three files are as follows:

#### **1. The title and verbal description.**

- a. Title (short description).
- b. The long description. This is the story of your layout. It is easiest just to do straight typing. You have the option of making it fancy if you know HTML codes, tags, etc.

**2. Pictures.** If you are familiar with digital pictures you are mostly ready to load those to your webpage. The maximum size of each picture is 1024 KB or 1 MB. Pictures of about 500-600 KB load quicker when entering them and when others are viewing them on the sight. There are two steps you will have to do to prepare your pictures for uploading: 1) size your pictures and 2) rename them. *(Note: Because you will be "tampering" with your pictures specifications I recommend you create a dated sub-file called webpix and then put copies of these pictures in that file. Then when you change the specs and the title you will not be destroying the original.)*

**Step 1.** Use your digital pictures program to reduce the number of pixels to less than 1 MB. If you use Windows XP I have included the instructions below.

**Step 2.** Renumber your pictures. Individual pictures in that file should be titled (numbered) with your username, number (1 through 1-20) and a .jpg suffix. For example: My user name is chessie. My pictures are titled chessie1.jpg, chessie2.jpg, etc. NOTE: USER NAMES AND PASSWORDS ARE CASE SENSITIVE. The sequential numbers allow you to make your pictures appear in the sequence you specify and in so doing tell a story.

**3. Picture Captions.** It is not necessary to create a picture caption file. However it makes it easier when entering your pictures and captions if you already know what you want to say about each picture (particularly if your description is going to be a long one). On that basis I would recommend you create a picture caption file using the same numbering sequence you did for the pictures. Then when you are uploading you can just cut and paste your captions.

### UPLOADING YOUR PICTURES, CAPTIONS AND STORY

1. Go to the WAMR website: [www.wamrltd.com](http://www.wamrltd.com)
2. Click on Login. When you get to the prompt type in your name, and your password.
3. This will get you to the Options Menu. Click on the Options Menu.
4. There will be six options available. You can click on Roster and print a copy, or click on Password to change your password if you want. Or for managing your webpage click on File Manager. That will open you web page and follow the instructions.

**Step 1 the short description (or title) & 2 the long description (or story).** Click on the appropriate one. Then cut and paste the appropriate information and click save.

**Step 3. The pictures.** Here is where having prepared your pictures in advance things get easy. Select browse and go to your prepared picture file. Highlight the picture you want to upload and hit open. That will put the picture title in the browse box. Then hit submit. It may take a minute to upload so be patient. When the upload is complete it will tell you whether it was successful or whether it failed and why it failed. I would recommend you upload each picture individually. It seems to take less time than adding 3 or 4 at one time.

**Step 4. The captions.** Clicking on the Desc next to each picture will bring up the picture. Beneath the picture will be a box for you to put your description in. If you have prepared the description ahead of time just cut and paste and hit submit. That will save the caption. If you did not prepare the captions before hand you can compose and add them at the same time and in the same manner.

When you are done setting up your webpage, just log out, click on your name and enjoy your show.

### ADDED HELP IN MANAGING YOUR WEBPAGE

In the Options Menu section of the website there is also a downloads section. Dean has put two free program in this section. One is PICASA. It will help you manage and size our pictures. The other is NVU which is a HTML editor that is easy to use.

**If you are using Windows for sizing your pictures.** If you have followed the instructions above by building a picture file and renaming the pictures as described you are mostly there. When you have the picture you want to edit on your screen, **right click on your mouse and select edit.**

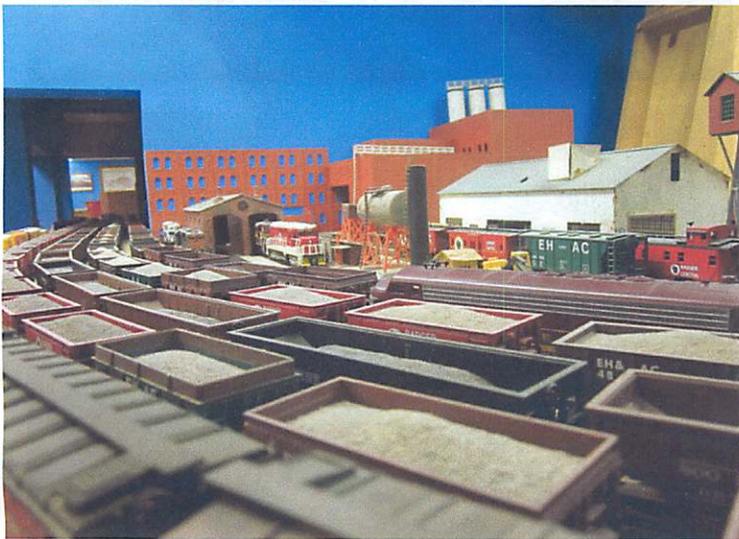
**Then select "Image", then "Stretch and Skew".** On the "Stretch and Skew" table select the percentages you want to reduce the picture. At that point save the picture and close it. When you re-open the file and place the mouse over the picture it will give you the MB or KB of the picture. It is best to reduce the pixels in small amounts saving between each sizing until you get the right size, or you are comfortable doing it in just one major reduction. Remember pictures of 400 to 600 KB load quicker than 800 or 900 KB pictures and picture quality does not suffer at the 400 to 600 KB size. If you are unhappy with the results, just delete the picture and get another copy of the original. *(Note: to maintain the picture size and shape you will need to stretch and skew the picture using the same percentage.)*

***Neither Rain, Nor Sleet, Nor Ice, or Fog... Can Keep Model Railroaders from Roger's EH & AC Expansion Inaugural Operating Session.***

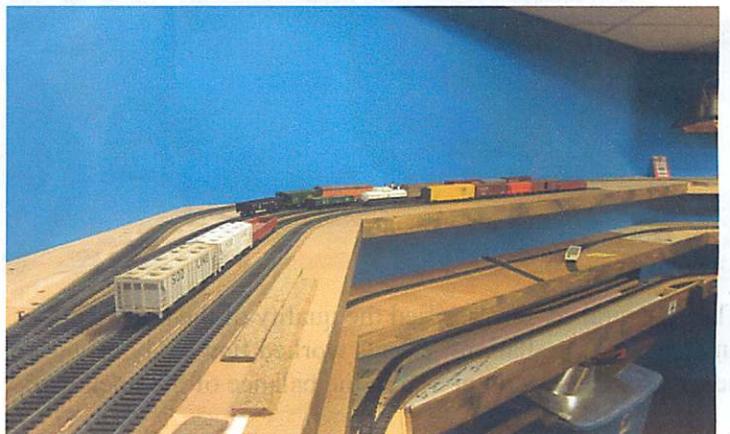
After two Thursday half work sessions (one in October and one in November), then working early morning, all day, and late night, and a series of Wednesday's Breakfast Crew work sessions, Roger was ready to show off his expanded railroad. With this fourth expansion, the Evergreen Hills and Allen Creek Railroad now occupies an area 20' x 58' and has a 615' mainline, about 10.13 scale miles. The freelance EH & AC operates between Weyauwega and New London, Wisconsin with trackage rights on the Soo Line and the Green Bay & Western Railroads.



The triple deck addition to the layout provides continuous running from two large ore mines in central Wisconsin's Evergreen Hills Ore Range.

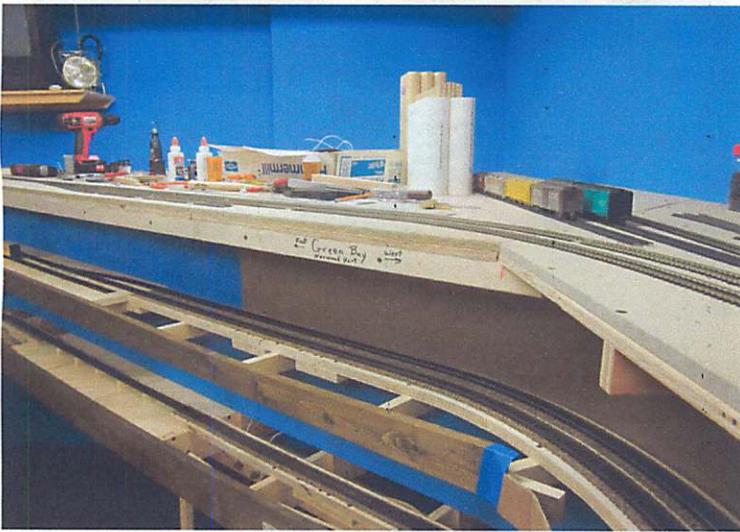


Trains leave from Kewanee and Badger and head for Jennyville's Virgin Jane and Schober Minerals. Along the way the EH & AC passes through and services industries in familiar towns. Towns along the route include Sheridan, Waupaca, Weyauwega, Badger, Winona, New London, Chiocton, Black Creek, Seymour, Oneida, Green Bay, Howard, and Kewanee

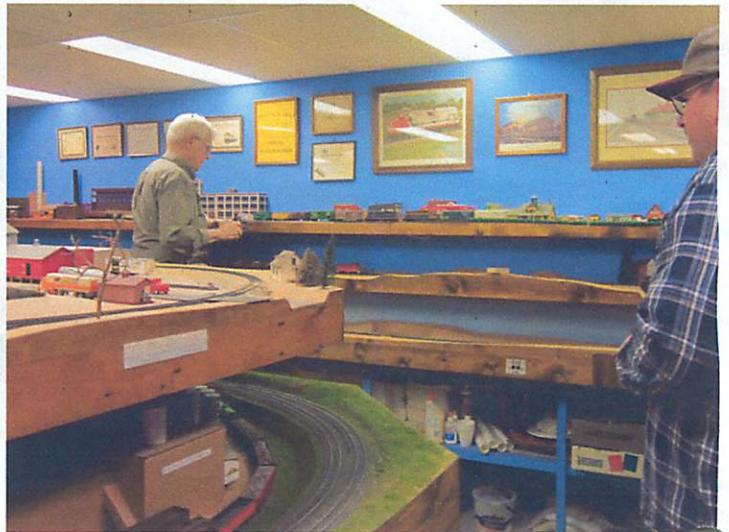




should be completed. In the weeks and months to come scenery and buildings will occupy much of Roger's time.

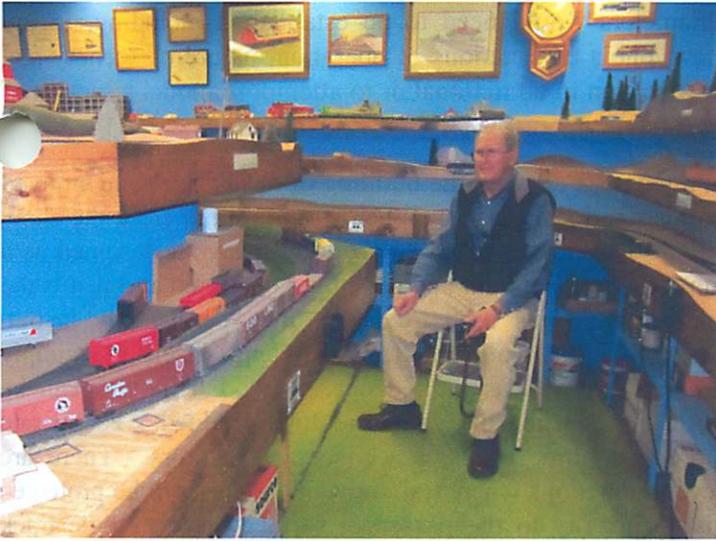


This is part of Green Bay, the other part is over my shoulder to the left. It is a long way to the paper mill and the ore mine at the other end of the layout 58' away.



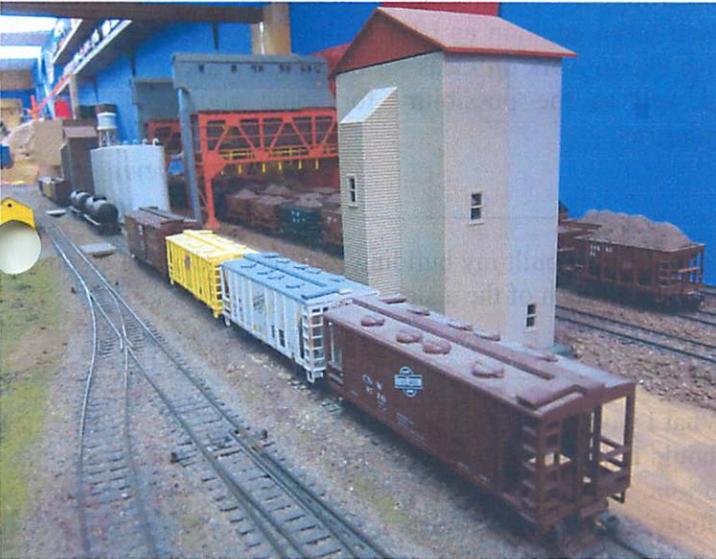
The inaugural session verified the quality of the track work and Digitrax installation. Things worked flawlessly. By the next operating session in March the balance of the track work

It took a long time for Pat to get to the paper mill at the far end of the layout, make deliveries and pick-ups, and return home.

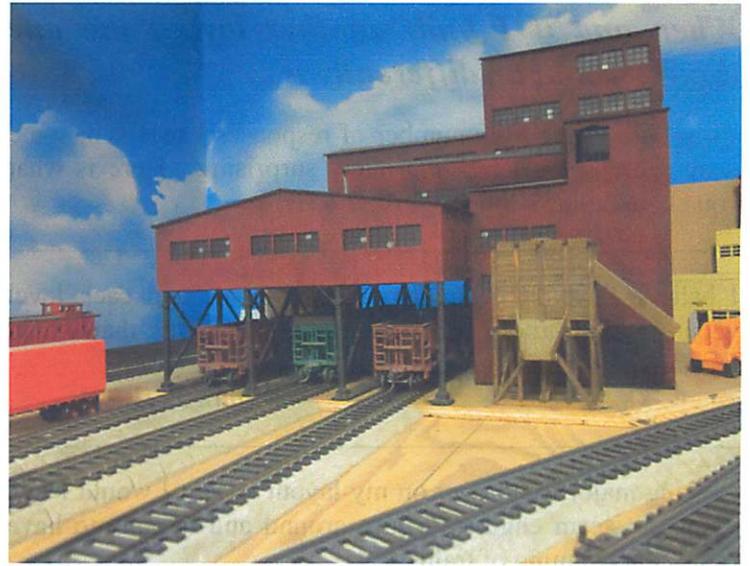


“Will I ever get back to the yard? It has to be more than 58’ away.

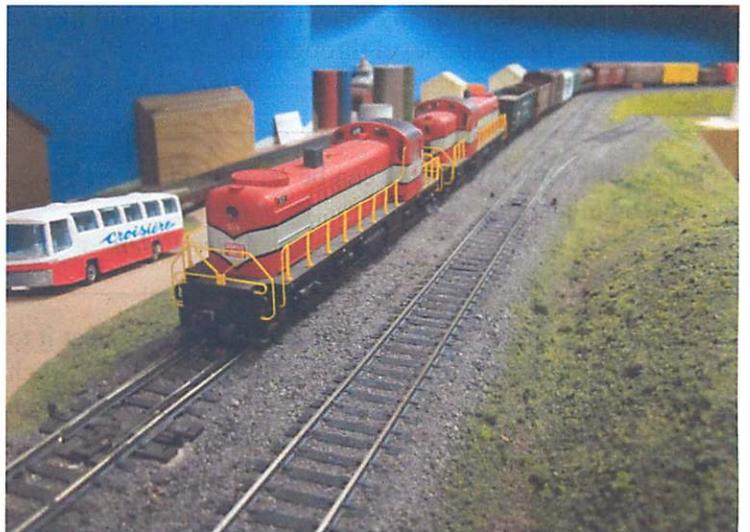
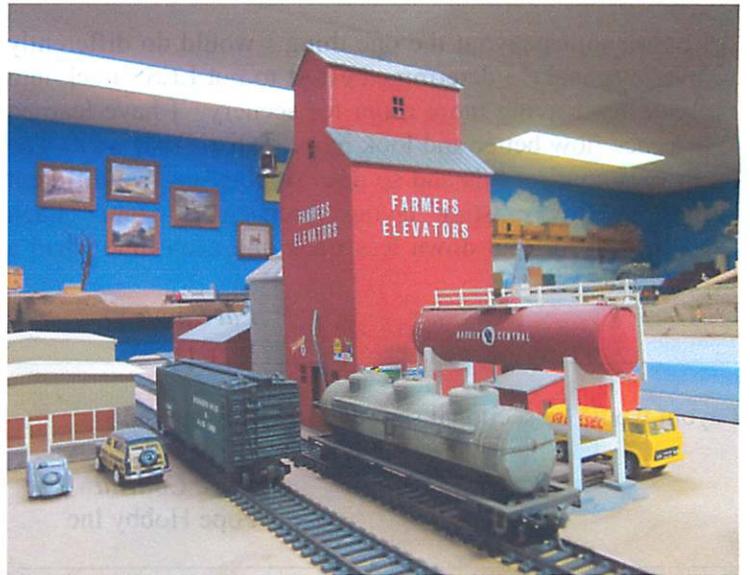
And here are some scenes along the EH & AC route:



The Virgin Jane Mine at Jennyville.



Schober Minerals at Badger.



***When and if I built another layout the one thing I would do differently is...***

I was surprised by the number of responses I received, some were short, some long, and many surprising. Here is what you all thought:

---

I believe I would make it only two levels and each level wider to allow room for more cities and towns that would give more switching opportunities.

***John Poris***

---

Nothing major to do over on my layout except I would leave room for steam engines to turn around and be able to have continuous running of trains.

***Arpad Eiler***

---

If I built another layout the one thing I would do differently would be to make a determined effort to put LESS track into every scene, leaving more room for scenery. I have learned that scenes flow better and look more realistic that way. The prototypes confirm this and so does ripping out two different sections of my existing layout three times each. Each subsequent effort put down less track and each time I had a better result.

***Pat Smith***

---

Layout would be sectional so it can be easily moved

***Dave Conrad***  
Pope Hobby Inc

---

I would lower the level of my bench work so I could have a second and maybe a third level throughout.

***Mike Eiden***

---

Nothing. I like my layout that can be raised and lowered over the pool table just fine.

***Mary Eiden***

---

I would develop most line side industry first and connect it to the main. My current design places line side later, which means that some earlier decisions might limit what can currently be done. I would also leave more room between the wall and the tracks.

A quick and dirty answer would be that of owning a bigger home. But, that not being practical or necessary, I would not do much different than I am doing as I believe the best layout design is one that a person can reasonably expect to finish. Once finished, the opportunity to consider an entirely different layout arises. In that case a whole new set of

parameters would need to be established including, in my view, one's expectations of operation, nature of scenery and the decision to be fictional or to attempt to model a section of a prototype.

In my case, I enjoyed the building of "N a Case" and enjoyed running and showing it. When it was retired from the show circuit, I wanted it to be a portion of a layout designed as a run through for freight and passenger operation and that is the concept that was used to design my "permanent" layout. Currently the layout, as designed, lends itself to "simply running" as well as limited operation. I believe it can be made better when the yards are finally added. To operate more than three trains, I need extra operators. There are several junctions where train movement needs to be protected giving priority to the passenger service on the single track main line.

I am looking forward to the "skull" session wherein our group can work on ideas to make this railroad even more interesting. Including the idea of adding a third level as a forest logging and processing area and believe it might lend itself to an addition as I finish the first two areas. I would also like to work on ideas for the yard(s), and the third level, as well as the possibility for some additional line side industries.

***Phil Gjevre***

---

I should have built my building four feet wider so I could have two feet to each of the aisles.

***Gordy Sauve***

---

What I would do differently is go back to 1976. In that year I should have joined the club when Jan Trierweiler wanted me to join. Instead I waited until 1997 when I was working on Gordy's layout and told him that I wanted to join the club when he told me about it and realized it was the club Jan had been talking about. My Dad always said I was a late bloomer. Secondly, in 1976 when I was building my house, I should have done a basement under the whole house instead of just half of it. With that in mind I could have a layout that would have been much bigger than the 10' x 14' I will have. Of course you club member will help make this the best ever small layout that can be found. Let 2011 begin and may the club be stronger than ever!!

***Dennis Cook.***

---

I do plan to build another layout so this was very appropriate. What I will do differently is to utilize the expertise and various skills of a railroad club. We built our first layout as a father/son (mostly on our own) and we packed a lot of activities in a small space. But, since visiting and operating other club members layouts, it gives me a profound appreciation of club member talents and visions. I hope to start mine in a couple of years and I will be borrowing snip-

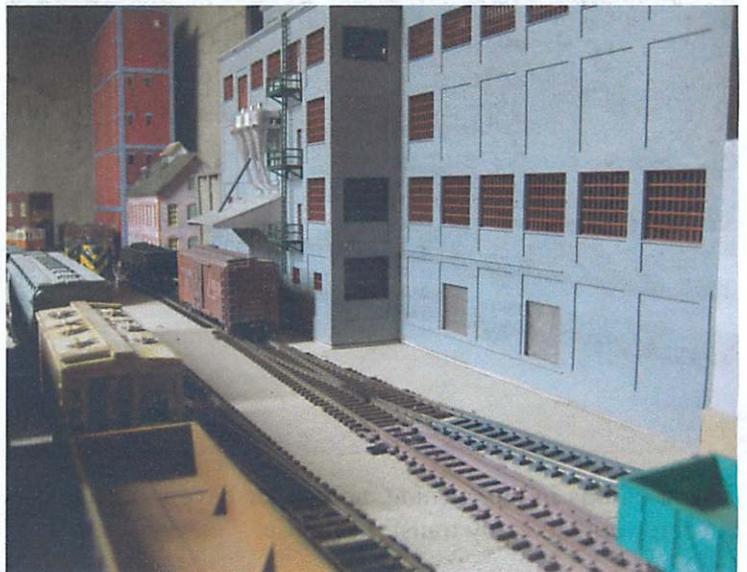
its of their track routes and concepts that will then be critiqued by those same club members before I cut the first piece of benchwork.

*Gary Oudenhoven.*

The one thing I would change is the scale, to O scale and two, make the layout smaller.

I like the On30 stuff and like the quarter inch size. Making a real back woodsie pike with worn out equipment and run down real estate is my idea of fun. I would follow no prototype and everything would be just the way I want it and not having to make a likenss of anything.

Having a smaller foot print is also nice as you can finish it or really spend time on details yet not be a life long chore to finish. Big layouts are great to operate on and view, but building one is a daunting task. I'm working on a 9.5' x 14' layout in HO and that is really a nice size for me. It's hard at first as you want to get EVERYTHING in or on it, but then you start to rethink and find you don't really need all the things you thought you did. SIMPLIFY it. Less is more.



I am finding that with this small layout it takes as long, if not a little longer to operate the thing completely. I had the neighbor over for an op session, something he never knew existed and had never even thought about for his N gauge layout. It took us three hours to run the session and we still left out one portion that would have taken another 45 minutes. He wants to come back for more. ☺

One drawback I suppose with this smaller layout is that only two people will really fit in the room comfortably. Three could happen, but it wouldn't be as relaxing.

So now my desire for a larger scale layout. I am working on a 1' x 8' bench at chest height that will house a switching challenge. It is On30, so it's narrow gauge and the equipment is smaller than full O scale. Irt has a neat look and is well detailed because of its size. Buildings are easier to build, but take more material and time. I am finding I like building my own equipment for HO stock.

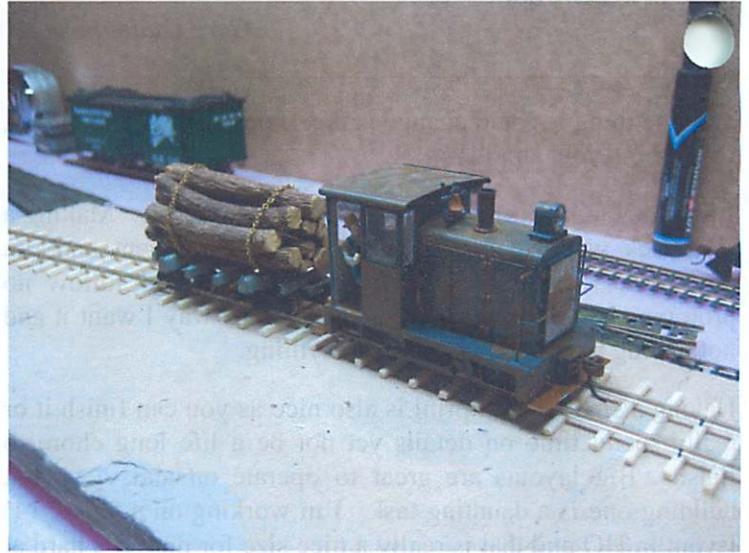


At present I'm building a narrow gauge 70 ton switcher using an Athearn SW 12 chassis. Also using the HO hood for the hood on the larger one. I am just adding some height and width to it and of course the cab is much wider and higher. So far it's been a lot of fun and gives me a little relaxation.



I work on this in the evening, and so far have built five cars and am working on my transfer caboose.

It's all a work in progress and winter is upon us so it's time for the basement and building railroad empires...



Having more fun than is legal. ☺

**Bob Todd**

**WAUPACA AREA MODEL RAILROADERS**  
**SCHEDULE OF EVENTS**  
**January 2011 through March 2011**

**January 2011**

6 Lynn ½ work/ ½ operate  
 13 Gordy  
 20 Willard/Mike & Mary  
 27 John – Ops

**February 2011**

3 Jan/Vance  
 10 Eugene - Ops  
 17 Mike/Ed  
 24 Arpad – Ops

**March 2011**

3 Gordy  
 10 Dennis 1/3 / Lynn 2/3  
 12 *Saturday - Pat Smith*  
 17 John – Ops  
 24 Eugene/Willard  
 31 Roger - Ops

**SHOW SCHEDULE**

**2011**

January 15 & 16 Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed))  
 January 29 Great Tri State Rail Sale, La Crosse Center, La Crosse, WI  
 February 4-13 Northeastern Wisconsin O Gauge Fun Run Train Show, South De Pere, WI  
 February 13 (Sunday) Christmas Party - Vance  
 February 19 & 20 Madison Train Show  
 March 5 & 6 MSOE Model Train Show, Milwaukee, WI  
 March 13 Metro Model Railroad Club Show, Cedarburg, WI  
 March 19 & 20 La Crosse Train Show (layout displayed ?)  
 April 9-10 Happy Grandparents Model Train Show, Menomonee, WI (layout displayed)  
 April 15-17 NMRA Midwest Division Convention – Madison, WI  
 April 30/May 1 Titletown Green Bay Train Show  
 May 14 WLD Spring, Meet with SOO Line Historical Society, Neenah, WI  
 May 19-22 CNW Historical Society Convention – Kenosha  
 June 18 & 19 Strawberry Fest, Waupaca, WI  
 July 3-9 NMRA National Convention – Sacramento, CA  
 July 7-10 Milwaukee Road Convention – Austin MN  
 July 7-10 Iola Old Car Show

(Need to update dates)

March 1 Paper Valley Swap Meet – Appleton  
 July 17 La Crosse 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)  
 October 16 Paper Valley Swap Meet, National Guard Armory  
 October 24 NEW O gauge Train Show & Swap Meet – Green Bay  
 November 6 Winnebago Land Division Annual Operating Session – Manitowoc/Sheboygan  
 November 13 & 14 Trainfest – Milwaukee  
 November 26-27 Paper Valley Open House – Appleton

**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.)

**Easy Detail for Crossing Scenes.** With every passing wheel, crossing frogs take a beating and require a lot of maintenance especially on busy lines. Railroads often store extra frog castings nearby in case a quick replacement is needed. Usually, the castings are placed on top of a couple of ties at the edge of the right-of-way or next to the tower (if there is one) so they're handy, but not in the way. On your layout, re-create this detail using a crossing frog casting (available from suppliers of hand laid track products) and paint it rusty brown. Place it on top of a couple of weathered ties along the edge of the right-of-way, but near the crossing. Finish the scene by adding a few tall weeds growing between the ties and up through the rails.

**Creating Custom Layout Scenes.** Using figures and accessories together can add action to any layout. For instance, vehicles offer almost unlimited options. Put a "For Sale" sign on the windshield of a car, with the seller and an interested buyer standing nearby. Or borrow an idea from the recent "Cash for Clunkers" program with rusty old cars and a large banner displayed in your automobile lot.

Buildings offer many different scenarios too. Figures can be put to work washing windows, painting, sweeping or simply walking through the front door. If you have a newsstand, add figures buying magazines or reading the newspaper.

And don't forget animals! A dog in the back of a pickup, or chasing the neighbor's cat will liven up any scene.

Some manufacturers now offer some of these accessories grouped for your convenience. Or customize your own by combining different figures and vehicles to your liking.

The Crummy – Official Newsletter of the  
Waupaca Area Model Railroaders  
3980 Elkins Road  
Amherst, Wisconsin 54406

*The Crummy*  
Official Newsletter of the  
Waupaca Area Model Railroaders  
Waupaca, Wisconsin  
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Gordy Sauve, Editor

Spring 2011

***Strawberry Fest Train Show Update*** – Dennis Cook

Building on the success of our previous 21 train shows, this year's show is shaping up to be the best yet.

The addition of the second gym last year gave us the opportunity to bring the model contest into the gym and closer to our visitors. The additional space also gave us the opportunity to add new vendors, new layouts, and give visitors more comfortable aisles to for shopping and viewing.

We are fortunate this year to have Dave Gehrke's train ride return. It will be giving/selling train rides in front of the recreation center during show hours.

Thanks to Ron Hartl and Gordy Sauve we have gotten the word out early. I have gotten many calls and early leads because Ron's work. Thank you, Ron. Ron has spent a lot of week-ends making sure that the train show and the model contest both get listed on over 100 community calendar websites, and some specific model rail sites including Model Railroader. Gordy tackled the visitor's guides (those you find in gas stations, tourist attractions, and restaurants), and a number of railroad specific websites including trains.com; trainshows.com; collectorsweekly.com; railservice.com, stagingtracks.com, and others. He also got us listed on the Wisconsin Tourism website. As we get closer to the show, Gordy will send press releases to local newspapers, and television stations.

When you received this spring's Crummy by e-mail, you were also sent a second e-mail that contained a poster about the show. I want you to do two things with them. **First**, print some of them hang, everywhere they will let you. **Secondly**, the poster was sent as a separate e-mail so you can forward it to everyone on your mailing list. All you need to do is to hit forward add the names in the TO or BBC (blind forward). It doesn't matter if the person you send it to is not into model railroading. They may forward it to someone they know who is and they will forward it them. **PLEASE DON'T BE SHY ABOUT SPREADING THE WORD. This is an important FREE form of advertising.** 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.

Make sure you have something ready to put in the model contest, and please bring something to work on at the Demo Derby. We want to give people an idea of how-it-is-done. Anything that you model from pulp loads/piles and trees to buildings, cars, etc. There is no formal schedule, if there is an open table, work as long as you want. In addition to those events, there will be plenty for everyone in the club to do, including operating our portable layout.

The increased size of the show and greater attendance should also create a greater demand for food. We need to make sure that Virgie 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 17 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.

## June 7 – 10. Iola 2011 – Delightful Dodges & DeSotos. – Dennis Cook

This year again, it's our chance to earn some money for our club. Last year we were also deeply involved in NMRA75 in Milwaukee and as a consequence we did not put in as many hours as in previous years. It was also the first year the Old Car Show didn't have the auction, the focus of our responsibility since its inception.



Because they liked the job we always did, they made sure they found jobs for us. We did such a good job at the lower food tent they want to make sure that we come back and we can look forward to more hours. So...please reserve those dates

In addition they want to know if we would be interested in some additional hours prior to the show where we would be "gophers", delivering messages, supplies and generally being their legs...a job that would probably mean driving golf carts. Please let me know if you would be interested.

In addition we can pick up more hours on workdays, prior to the show. Those workdays are June 27 & 29 and July 6. Remember...they also feed us an evening meal. Let me know when you can work.

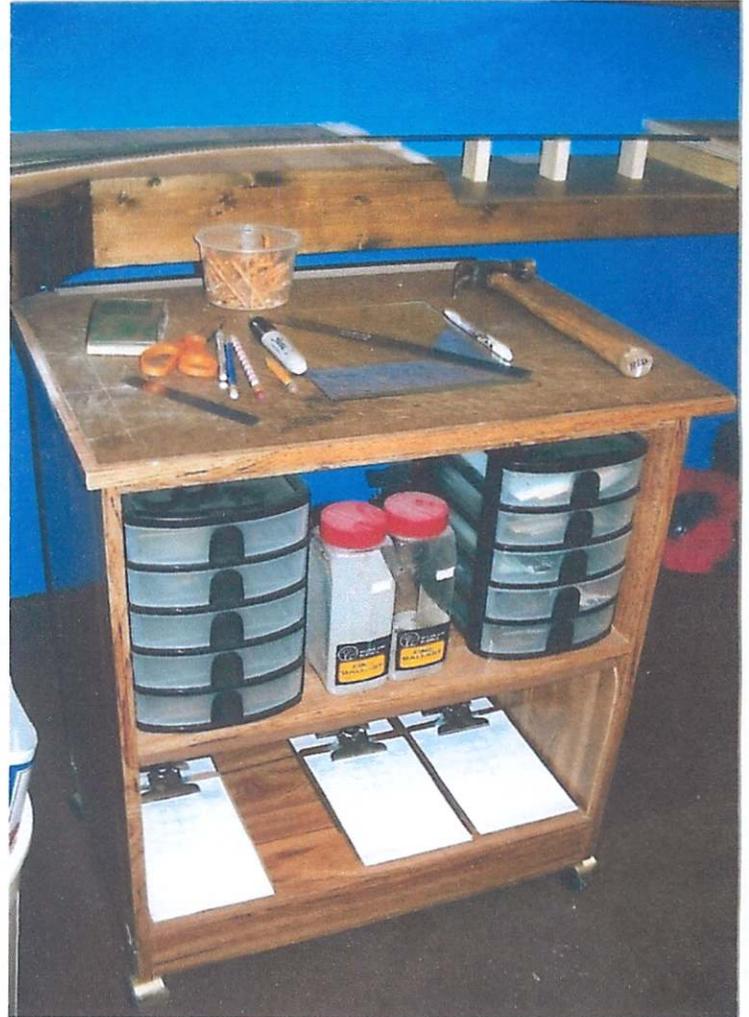
### Modeling Tip – Roger Hildebrandt

As my layout progresses I am finding fewer and fewer places on the bench work where I can work and put the required equipment. For a short time now I have been a little envious of Mike E and Arpad. They have made really nice work carts for themselves. Then at a rummage sale one day I spotted a microwave cart of \$5.00.

Walla!!! Not envious any more! The cart works great and fits under the layout when not in use. I put a piece of Masonite on the top to protect the top when cutting with an

Ex-acto knife Not into rummage sales? Well, try the Goodwill.

In the photo you can see a piece of glass in the center under the ruler. It's out of a 25 cent rummage sale picture frame. I have discovered that when cutting paper with an Exacto, blades last longer if I cut on glass instead of Masonite...and doesn't wear out the Masonite surface. The glass works so well that I picked up a small three inch piece that I keep on my desk for cutting out decals.



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

- **Goat Feeder** – Yard fireman
- **Gods of Iron** – Huge, powerful locomotive
- **Mud Chickens** – Surveyor. Mudhop is yard clerk, mudshop is his office
- **Pop Car** – Gasoline car or speeder, used by section men, linemen, etc; so called because of the put-put of its motor exhaust.
- **Runt** – Dwarf signal
- **Seniority Grabber** – Employee who is glad when someone above him dies, gets killed, is fired, or resigns so he can move up in the seniority list to a better job.

**WAMR Ltd – Best of Show at La Crosse** – Roger Hildebrandt.

The La Crosse Train Show conducts two contests during its show. One is popular vote for **Best Layout by the General Public**, and the other is the **Clubs Choice for the Best Layout**. In the past we have won both of these awards, but in different years. This year we received the ultimate award in that our layout received both awards in the same year. The awards are two really nice wood plaques shaped like GP30 engines. Look for them at the next show on our awards rack.

Many thanks to the Point Mall crew for all their time spent on up grading the layout. A special thanks to those that have worked at upgrading the legs and wire connections. Set up time at La Crosse was only 1½ hours down from 2 to 2 ½ hours before the upgrades.

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### **Larry Hildebrandt Memorial Scholarship**

Again this year our club will be sponsoring a scholarship for a graduating senior from the Waupaca High School. As in the past, if you wish to make an additional contribution to increase the value of the scholarship please get your donation to Arpad by May 1.

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

**Street Track Without the Hassle.** On street trackage, sharp curves, embedded rail and turnouts, not to mention vehicular traffic, are all construction, maintenance and/or operational challenges. That's why many lines decided to build track on a center median or side-of-the-road easement. While electric interurban lines built many of these, mainline railroads built plenty too, or took over track from interurbans. Modeling them is as easy as building your street parallel and very close to the track. Ten scale feet between the road's edge and the track centerline is typical. If your street is in a village or city, add a curb along the edge of your road surface using a scale 6 x 6" styrene strip painted a concrete color. If the track is between two lanes of traffic, make sure to add appropriate grade crossings and signs where streets cross. Rural lines seldom have curbs. Instead they have a strip of tall grass or a small weedy drainage ditch—easily modeled using appropriate ground cover.

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### **Contributors**

Snowberry Fest Update – Dennis Cook  
IOLA 2011 – Dennis Cook  
Modeling Tips – Roger Hildebrandt  
More Railroad Lingo – Bob Todd  
WAMR Ltd – Best of Show – Roger Hildebrandt

Larry Hildebrandt Scholarship Fund – Gordy  
Modeling Tips (Walther's tip submitted by Jim Payton)  
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One inch equals a Foot – Mike Kirk  
It was a Relaxing Vacation Until – Dave Johnson  
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La Crosse Show – Gary O  
Lind Center & Southern Update – Gordy Sauve  
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WAMR Library  
Schedule

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

**Which Glue for You?** Choosing the right glue for modeling can be a sticky situation! There are many choices available for all kinds of materials.

**“White” and “Yellow”** glues are ideal for porous materials such as scenery and wood kits. Bonding strength varies, so parts may need to be clamped until dry. Water-based and safe when inhaled or touches, they can be thinned easily and dry slowly depending on room conditions.

**Epoxy**s are a mix of resin and hardener that can be used with metals, resin, wood some plastics, and there are special formulas for other applications. Drying times range from five minutes to several hours.

**Contact cements** work by attaching to themselves – apply a thin layer to each surface, allow it to cure as directed, then press parts together. Ideal for wood, metal, ceramics and more, they are available in both solvent (test these before using on plastics as the vapors may attack the material, especially inside closed spaces like a freight car body or structure and water-based formulas.

**Solvent type cements**, typically sold as plastic or model glue, bond by slightly melting the surfaces. These come in a wide range of formulas, some only for specific types of plastics, and range from water-thin, which dries in seconds, to thick, which gives you more working time.

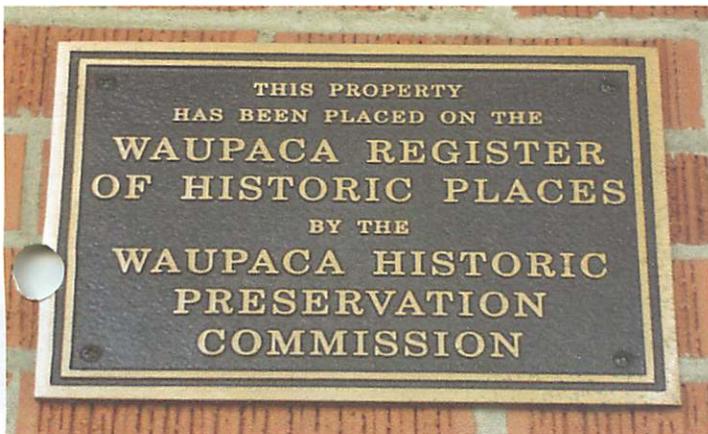
**Cyanocrylates**, often called “super glue” or just “CA”, are great for joining dissimilar or related materials such as plastics, resin, metal and more. Ranging from thin to thick gel formulas, most rely on capillary action to flow between parts, and a little goes a long way. Most dry in seconds and for a very tight bond, so practice before using them.

These are just a sampling of what's available, but for any cement, read and follow ALL the instructions and warning labels carefully!

***One inch equals a Foot. The Restoration of the Waupaca Soo Line Depot, the Freight House and more...*** (a multi-part story by Mike Kirk.)



**Beginnings of an Idea.** My sister Linda and I first started pursuing purchase of the depot before we got the historical society involved. We were working on the quarry at the time. We had both been to a railroad themed restaurant in Seattle, WA that inspired us. Also, at that time our investments were doing well and we felt like we had more money that we could spare for the project. Kent Pegorsch of Main Street Marketplace had told me he had inquired about buying the depot. He showed me a letter he had gotten from the Wisconsin Central offering to sell it for \$16,000 plus the requirement of putting up a fence. He decided not to follow through with it when he bought another store on Main Street instead. Linda and I felt we could afford to buy the depot for that price and work on it in our spare time. Linda contacted the WC real estate department and learned that they had changed their minds about selling the depot where it stood, and since the Weyauwega wreck, required the depot be moved, either off site, or at least 40 feet back from the tracks. In working on the River Ridge Trail, I had gotten to know city officials John Edelbeck and Henry Veleker and I told them about our experience. I also knew Laurie Dallinger of Main Street Waupaca had seriously studied buying the depot for their group and move downtown. They decided that was too big of a project for them.



**Historical Society Involvement.** Henry suggested maybe we could have a better chance of getting the railroad to sell where it stood if we went through the Waupaca Historical Society. He made a pitch to the historical society board for them to help in the effort to preserve the depot. The society agreed to follow through with the project since the city wanted to see the depot saved. We also learned the Roy Holly had seriously wanted to get the depot for the historical society but had ended up getting the old Carnegie library instead when it became available. He was still interested in the depot, however. Roy contacted the Jeffris Foundation about helping finance the project. Mr. Jeffris came up and Roy showed him around and explained the project to him. Mr. Jeffris said the first thing we had to do in order to get a grant from them was conduct a feasibility study. Working through Henry Veleker we selected Isthmus Architecture of Madison to conduct the study. It was a major expense for the historical society but since Jeffris required it, we followed through. They broke it down into three possibilities, restore it on site, move it to a nearby location, or if all else failed, disassemble it and salvage the pieces for another structure, possibly a park pavilion. After we completed the study, it was a major blow when Mr. Jeffris told us the depot project was not worth us applying for a grant from them. We continued to remain in contact with Eugene Timm the WC real estate person and then Scott Roberts the Canadian National real estate person after they bought the railroad. The CN had the same requirements of moving the depot that the WC did. We knew the city was working with the railroad on plans for replacing the Oak Street bridge. Scott Roberts told us we had until they were ready to replace the bridge or they were going to demolish it as part of the bridge project. At that time we pretty much gave up on the idea of saving the depot. I asked if I could at least buy the freight house. When the CN said yes, we could work out a deal. I ended up buying the freight house myself.



***It was a Relaxing Vacation Until...*** – As told by Dave Johnson

I've been to Hawaii at least 15 times. It is my favorite place to get away from the cold and relax in the warm sunshine. The day had been like any other beautiful and relaxing day in Kona, Hawaii. I had settled down for the evening. The ocean breeze rustled the palm trees as it blew in toward my second floor condo about 100' from the ocean. In previous years I had seen and dismissed the tsunami evacuation route signs along the highway...but not this year.

I'm from a small town and to hear the fire siren go off did not bother me. It was just sounding off as usual, to mark an hour, or to call the volunteer firemen to get to work. But then it went off every hour, and later every half hour.

And then, at about 10 PM on Thursday night, there was a knock at the door. It was a very business like policeman who told me I had three hours to "Get out of Dodge"...well maybe Kona and move to higher ground. The after effects of the Japanese tsunami (3800 miles away) were on their way.



I was told to pack everything I had brought, back into my suitcases, grab a blanket and pillow and head inland. Where to? They had opened the schools, community centers, and public parking lots. At this point I became an evacuee.



Officials warned that destructive waves would hit as early as 3 AM. Exactly when is hard to predict since they are such long waves that they can wrap themselves around the island. There were no violent wind gusts, or rain. Everything appeared to be a normal day in the islands. The tsunami is all about water, waves and surges.



Surges don't always come in the same, and it is not always the first wave that does the damage. In my area it was the fifth wave that did it. In the town of Napoopoo the largest surge – 11 feet – reached at least 100 feet inland. Boats that did not heed the warning to get out of the harbor and into water of a certain depth found themselves still attached to their docks as the tsunami pulled their docks from their moorings.



One picture in the paper with house floating in the ocean reminded me of the Wisconsin Dells flooding of a couple of years ago. In the newspaper, *West Hawaii Today*, the caption under a picture of the roof of a house floating in Kealahou Bay said, "The surge that came went up under my house, and under the neighbor's home behind me...about 50 yards inland. It lifted an entire house, the blue one, completely intact and left it floating in the ocean."

The King Kamehameha Kona Beach Hotel that had just reopened after a \$35 million dollars renovation got a foot of water in its lobby and will be closed for three months to clean up. Many shops on the ground floor were flooded and lost their inventory and fixtures. What do you do with merchandise and fixtures that are soaked with seawater?



Thirteen hours later I allowed to return to my condo, Kona By The Sea. It had escaped undamaged. However, three



blocks away the first floor condos were badly damaged along with 50 businesses along the way.

A few things I learned during this experience are:

- In an emergency people can sleep anywhere. I saw people sleeping in their cars, on the hoods of their cars, under their cars, and by the side of the road.
- I am getting too old to sleep in a car. Especially one the size of an "island sized" Nissan.
- By 6 AM, after being out and up most of the night, public bathrooms whether in high schools, community centers, shopping centers, or Walmarts are very popular places.
- That even during a tsunami, you can have an earthquake. Madam Pelee, the Hawaiian Goddess of Fire, stirred up a 4.2 magnitude earthquake just to make things interesting.
- I also learned that I will go back to Kona because in my lifetime a tsunami will probably never interrupt my vacation again.

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### *On the Lighter Side* – Bob Todd

This was passed along by a friend. I don't know the parties involved.

We had a raccoon in our locomotive Sunday morning...little bugger was hiding in the nose. I set my powered donuts down and went out to check some car numbers. Our locomotive is left out there by the night crew and we cab to it on weekends. They left the front door open.

The engineer was sitting there minding his own business, leaning on the control stand, when a little hand reached out from the nose door inside and grabbed a donut. Then, a few seconds later, the same hand reached out and grabbed another one. The engineer motioned me back into the cab, when the hand appeared again and snagged a third donut. Terry got the broom and we got ready. I used my foot to push the nose door open...(it leads down into the short hood from the inside) and here is the raccoon, sitting up on his hind end, with a donut in each hand and one stuffed into his mouth. He tried to bark/growl at us and all that came out was a muted grunt and a lot of powdered donut. I thought I pulled something I was laughing so hard. The big bad coon with a mouth full of Hostess donuts trying to growl. It just didn't work at all.

We went outside, left the door open, and banged on the sides of the short hood until he bailed out and left the property. Lucky for him he left my coffee alone.

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**Trains Don't Wander  
All Over The Map  
'Cause Nobody Sits  
In the Engineer's Lap  
*Burma Shave***

# WAMR annual Christmas Party was a jolly

*time* – Gary Oudenhoven, Ann Linden, Dennis Cook

Our annual Christmas Party was hosted this year by Ann and Vance Linden on Sunday, February 13, 2011. They opened up their home with potluck items brought by all. It was a real sunny day and actually was very warm out for that time of the year. It was neat to have the snow slide off their metal roof with a loud Ker Plunk!



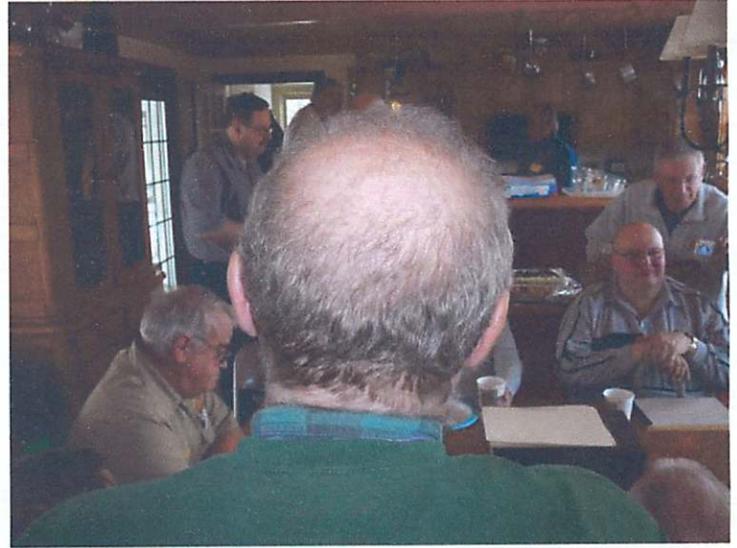
Some of the group engaged in conversation in their country kitchen. We also took a tour of their future model railroad room.



We had plenty to eat and drink especially lots of the sweet things. We even had a cake made by Buty's significant other



We followed with a club meeting.



Don't you just hate when somebody steps in front of you when taking a picture but he got picked on the most at the meeting anyway. Guess Who?



Here is Vance, one of the hosts. His wife, Ann was busy taking pictures. Dennis Cook also gets photo credits.

*Feliz Navidad until next year!*

## Report of our WAMR Layout at the 2011 La Crosse Show- Gary Oudenhoven; photos by Dennis Cook

Our club layout was again displayed at La Crosse & Three Rivers Model Railroad Club show held at the La Crosse Convention Center, March 19/20<sup>th</sup>. It was their 30th year

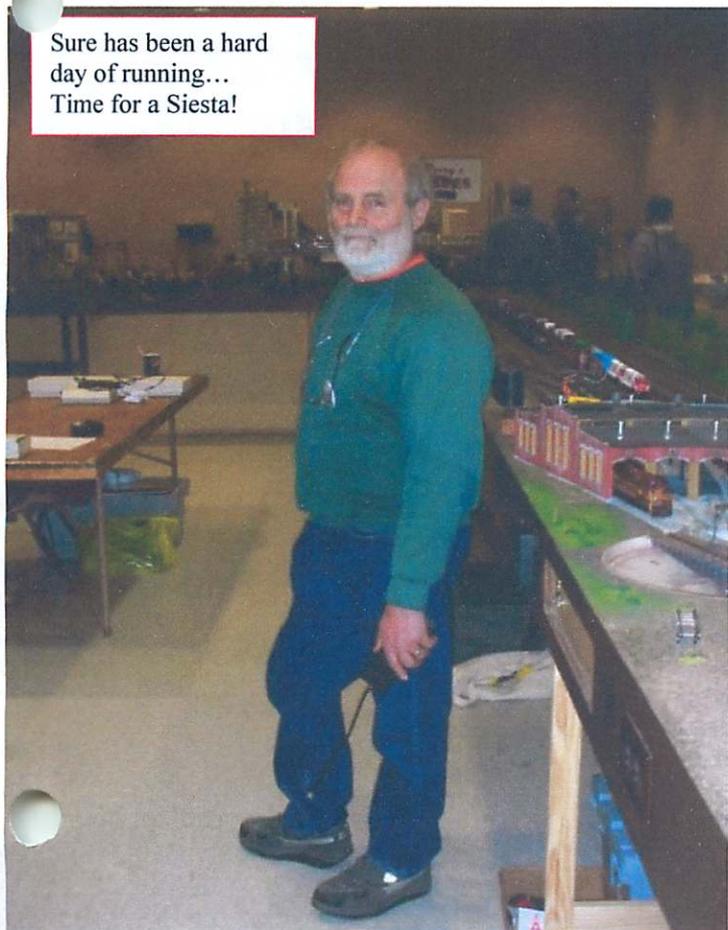
Club setup time was scheduled for 4PM this year. When arriving at 4 PM we were all in for a big surprise. The WAMR modules were already in the room. Roger and Vergie arrived a little early and were able to back right up to the unloading door. They unloaded it by themselves. If you listened to Vergie, she did most of the work. Just kidding!

Setup really went well. We finally bolted each section as we went. Arpad did not even have to use a tape measure. When it was all put together several of us even commented about how much faster and easier it the setup went. The only misfire was with the new flashing cross bucks at the stone & gravel facility. They just would not work...even with Dennis' valiant efforts under the layout with screwdriver, flashlight and cell phone calls to Pete. Another problem was that another club was using channel 4, the same channel as our Digitrax wireless controls. Roger resolved this by changing us to Channel 7. Thanks, Good Buddy, 10-4. Dennis said he had more questions about DCC and Digitrax than he ever remembered.

The show hours were 10-6 Saturday and 10-4 Sunday. Saturday morning was very busy. Saturday afternoon's weather was nice and attendance dropped down, the last hour was slow. The La Crosse club ended the evening with salad bar, pizza and even cake. They also had about ten prize ticket drawings of some engine prints and Lego Block kits. It did not look like anybody from WAMR was going to win, but then that lucky John Poris won the last item - a Lego house kit. He promptly gave it to one of the kids from the La Crosse club. There was a mighty big grin on the face of that 10-12 year old boy.

They are putting up a multi-story office building and another parking ramp just to the South of the convention center, causing street closings and eliminating street parking. Parking was really only available in the ramp. But, Mr Lucky, John Poris always seemed to find the closest parking spots. Morale of the story: Carpool with John Poris.

Sunday was steady with folks. Not sure how many were purchasing from the vendors though.



The big news for the weekend was that the WAMR layout received both 1<sup>st</sup> place awards: Peoples' Choice (voted favorite by the general public), and Clubs Choice for The Best Layout (by clubs vote)

(We may need to add another award pole)



Finally, as always the group had plenty of sweets and munchies (thanks to Julia and Virgie). Life is good.

## *The Lind Center & Southern Runs Again – Gordy Sauve*

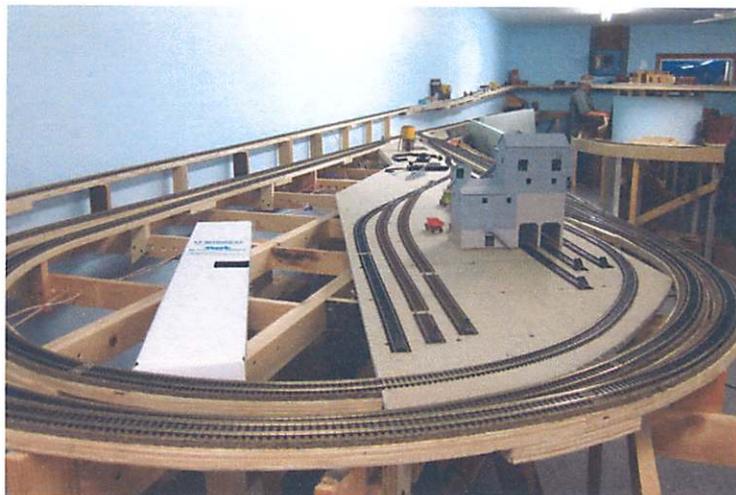
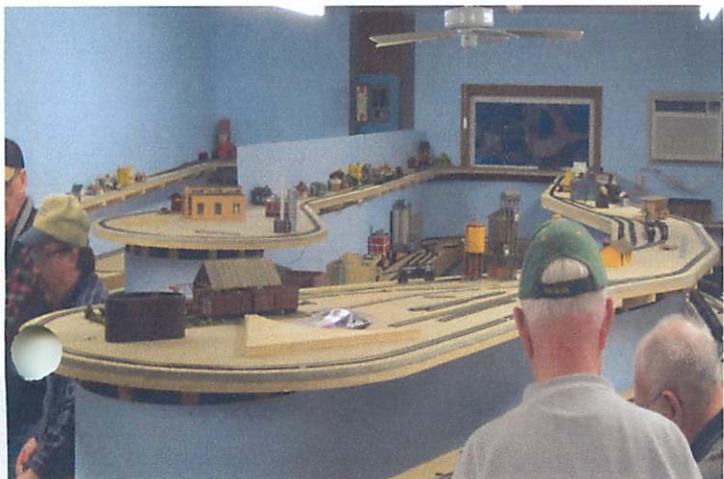
It's been a year...what a year for Willard and Ruth and time to update the progress of the LC & S. The November/Winter edition of the Crummy showed pictures of the fire damage and the beginning of the reconstruction process.



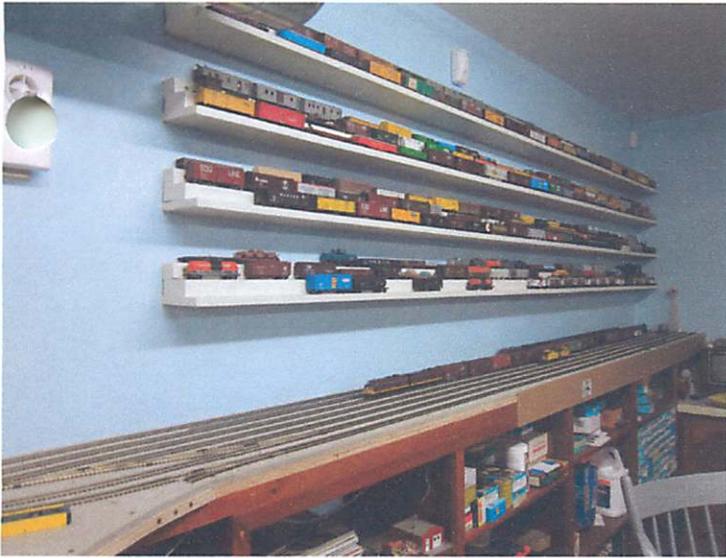
Through hard work and great support by club members, particularly, Jim Payton, Roger Hildebrandt, Mike Kirk, and others work progressed at an unbelievable speed. Through the hard work the LC & S is now operational and able to run the length of the entire layout. But why just talk about it...a picture is worth a thousand words.



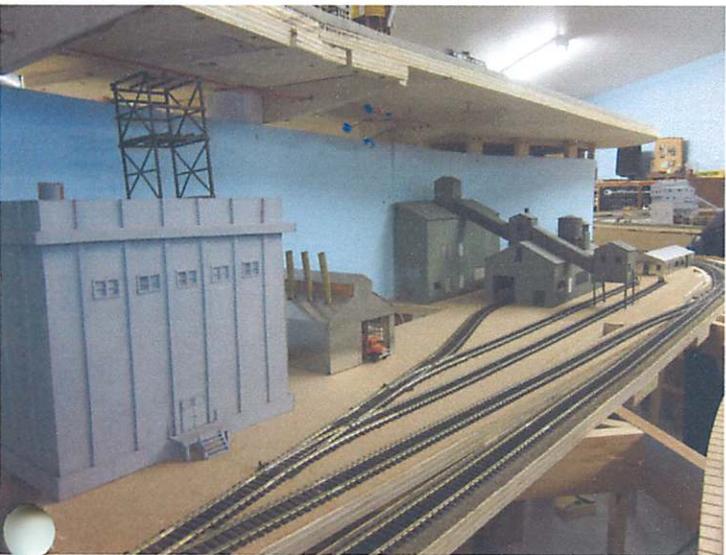
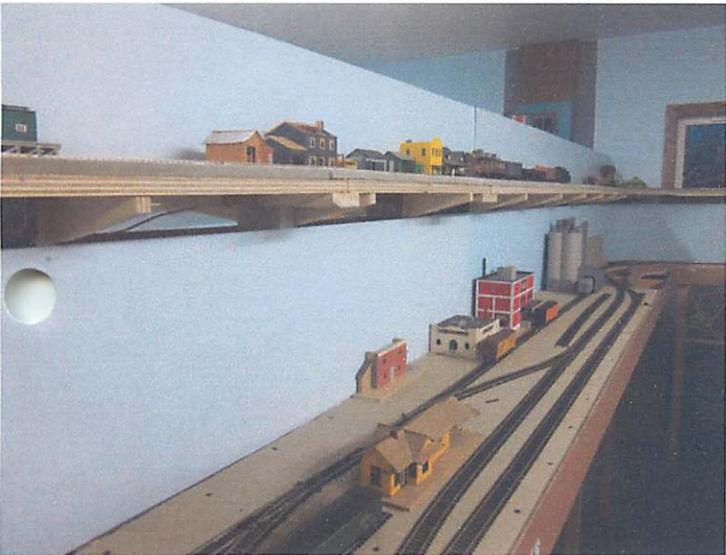
Even the ore dock is hooked in and ready for business.



Lots of good running, and industries are springing up to make for lots of good switching. Next on the agenda comes tons of ballast, Styrofoam hills and valleys and bushels of grass, acres of trees and bushes, and more buildings. Do you think we can get Dennis to paint a 1,000 people to populate the layout?



The rolling stock is ready, and there is room in the yard.



It doesn't look like there will be a shortage of raw materials to haul.



Yes! That is an O gauge engine on the layout. And, no! Gordy did not bring one of his O gauge engines for a lark. That is Willard's first engine and it survived the fire and is ready to roll...all it needs to do is find some bigger track.

More of...When and if I built another layout the one thing I would do differently is...

**Pat Lyons.** I am happy with the concept I have had since I began building my layout. I enjoy passenger trains. The bluff I recently complete makes a great backdrop for the Q's fleet of stainless steel cars plus the named trains of the GN & NP being pulled by the Q's E units. But if I could do a couple of things differently they would include:

1. I would negotiate more real estate for my layout. A wider layout room would allow me to have put a run down the wall adjacent to the furnace room and family room. Three or four feet would have given me room for this added trackage.
2. During a work session that was devoted to brainstorming I received a number of constructive suggestions that were incorporated into the layout. Looking back I am surprised that Mr Helix (Roger) did not suggest a second deck. It would have given me a longer mainline run or could have been developed as a branch line. Maybe someday!!!

For Lexophiles (Lovers of Words)

A will is a dead giveaway.

A bicycle can't stand alone; it is two tired.

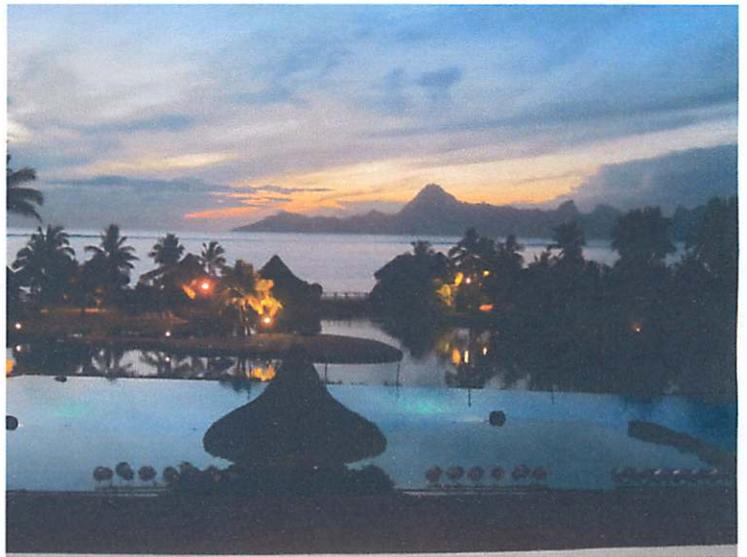
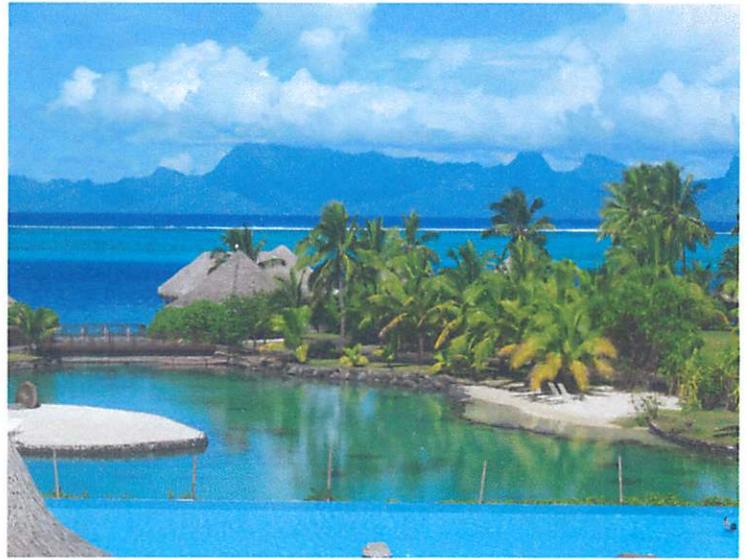
A short fortuneteller who escaped from prison; a short medium at large.

## ***What? No Trains?*** – Gordy Sauve

Diane's mom and dad said, "Travel while you have your health and you won't find it too difficult"...so we have been traveling. This time we went in search of trains in the South Pacific...and we didn't find one, but found out that there was a train at one time in French Polynesia... what we all know as Tahiti.

At one time and over hundreds of years, one of the atolls (what is left of a volcanic crater after it is weathered away) became the favorite hangout of sea birds. Their droppings filled up the center of the atoll and turned to phosphate. A train was built inside of the atoll so that the phosphates could be moved to the shore and loaded onto waiting ships. When we got there all that was left was the hollowed out atoll and the train had been dismantled and moved.

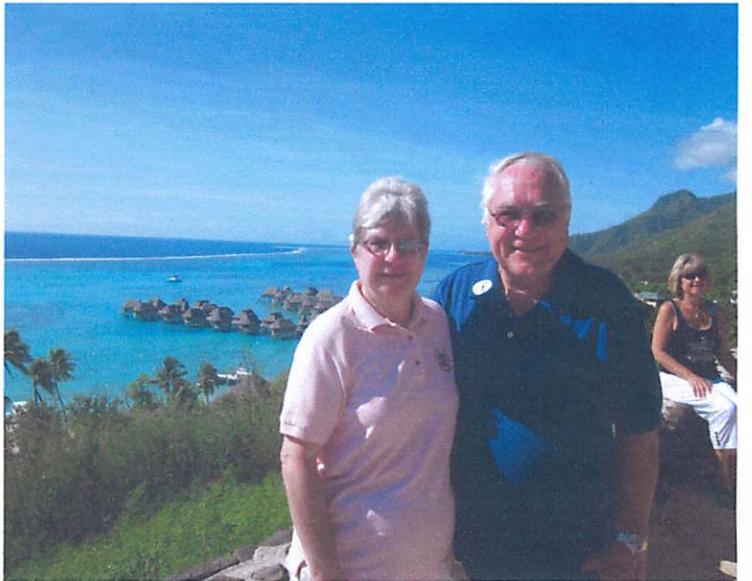
That didn't stop us from having a great time cruising to five islands/atolls and enjoying this fabled part of the South Pacific. Under French control they have worked hard to preserve the natural beauty of the island. There are no high rise buildings, Walmarts, and cookie cutter fast food joints...except one McDonalds with a McDrive. It was exciting to see where the movies *South Pacific* and *Mutiny on the Bounty* were filmed including *Bloody Mary's*, *Bali Hi*, and *Bora Bora*. It looked like Hawaii must have looked 100 years ago. Here are a few pictures.



Bali Hi and Bloody Mary's



The beauty was so natural and so over whelming that it is no wonder that Paul Golan, Marlin Brando, Captain Cook and Captain Bligh found the area irresistible



These are but a few of the 700 pictures we took. Our advice to you....travel while you have your health and you don't find it difficult to get around...or too much of a bother to pack and unpack.

**WAUPACA AREA MODEL RAILROADERS  
SCHEDULE OF EVENTS  
April 2011 through June 2011**

**April 2011**

7 Gordy  
14 John (Ops)  
21 Mike E  
28 Ed/Willard

**May 2011**

5 Arpad  
12 Pat L/Dennis  
19 Eugene (Ops)  
**21 Saturday - Vance**  
26 Roger (Ops)

**June 2011**

2 Ed/Mike E  
9 Gordy  
16 Willard  
23 John (Ops)  
30 Roger (Ops)

**SHOW SCHEDULE**

**2011**

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 30/May 1 Titledown Green Bay Train Show  
May 14 WLD Spring, Meet with SOO Line Historical Society, Neenah, WI  
May 19-22 CNW Hisotiral Socceity Convention – Kenosha  
June 18 & 19 Strawberry Fest, Waupaca, WI  
July 3-9 NMRA National Convention – Sacramento, CA  
July 7-10 Milwaukee Road Convention – Austin MN  
July 7-10 Iola Old Car Show  
July 17 LaCrosse Railroad Fair – Copeland Park  
August 13-14 Calumet County Fair Steam Engine Train Show  
August 20-22 Soo Line Historical Society Convention – La Crosse  
September 10-11 Marinette Train Show  
September 24-25 Minoqua Train Show – (Layout Displayed?)  
November 5 WinnebagoLand Division Annual Operating Session – Waupaca  
November 12-13 Trainfest – Milwaukee  
November 25-26 Paper Valley Open House – Appleton

(Need to update dates)

October 2 WLD Fall Meet – Escanaba, MI  
October 2 & 3 Marshfield Show (Layout Displayed)  
October 16 Paper Valley Swap Meet, National Guard Armory  
October 24 NEW O gauge Train Show & Swap Meet – Green Bay

**2012**

January 15 & 16 Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed))  
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 5 & 6 MSOE Model Train Show, Milwaukee, WI  
March 13 Metro Model Railroad Club Show, Cedarburg, WI

**OFFICERS**

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

**COMMITTEES**

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.)

**Former Trolley Lines.** Back when electric interurban and trolley lines were in operation, many also carried freight interchanged from steam railroads. As they went out of business in favor of autos and buses, some of their freight operations were acquired by connecting steam/diesel railroads. On most, electrified operations ceased, but the power lines owned by local utilities (who leased space on the right-of-way) remained in use. Today, sections of many former interurban lines are still operated by freight railroads. They're easy to spot because they usually still have utility lines lining the right-of-way. To add a section of former electric railway to your layout, place tall utility poles (not telegraph/telephone poles) along one or both sides of the track at the edge of your ballast. The poles are typically taller and closer to the track than telegraph/telephone/signal lines because they once supported trolley wire above the streetcars.

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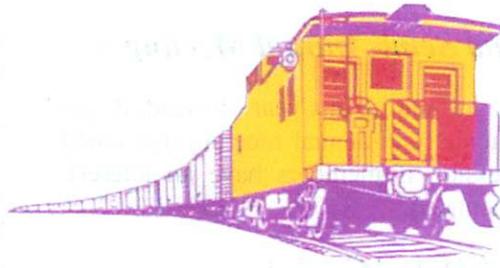
**Car-End Weathering.** Weathered rolling stock adds character to any train or layout. Beyond applying a basic coat of dust and grime to the cars, you can further increase the authenticity by simulating wheel splatter on the ends.

Examples of splatter include mud, dirt, road salt from grade crossings and grease. The wheels kick the dirt relatively high and create two dark streaks in line with the wheels and rails.

Using an airbrush or chalks, add a couple of dirty streaks in line with the wheels to simulate splatter. Each line of grime should be darkest in the middle, fading out a scale foot to either side.

The Crummy – Official Newsletter of the  
Waupaca Area Model Railroaders  
3980 Elkins Road  
Amherst, Wisconsin 54406

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*Gordy Sauve, Editor*

*Summer 2011*

***Strawberry Fest Train Show Wrap-up*** – Dennis Cook

What is there to say but Hurray!...and a big thank you to everyone who contributed to the success of this years Strawberry Fest Train Show and Model Contest...and the MOST SUCCESSFUL SHOW yet! We have continued to build on the foundation we started with 22 years ago. This year's success started months ago when Ron and Gordy got busy in publicizing the show with newspapers, periodicals, the web, radio and TV. Ron spent many hours getting both the train show and the model contest on community calendars (this involved two different entries) throughout the state. Gordy got coverage in travel journals, the Wisconsin Department of Tourism, any model railroad website that will take our listing, and local media. A big thank you to all of you who made sure our posters got stuck in every possible place, and that e-mailed posters to everyone in their e-mail contact list.

A big thank you also goes to Roger for making sure we had signs posted at the edges of Waupaca, that we had enough tables (we sold 94 and could have sold more), and to Vergie (and Roger) who put on their usual great food booth. Thanks to Julia and Eugene for baking up those delicious cinnamon rolls. And thanks to Virgie, Ellyssa (who has been helping since she was tall enough to see over the counter), Jane, Anne, Steve, Arpad, and Vance who made sure that hungry customers got fed.

Thanks to Eugene who again organized, administered, and officiated a successful model contest. Every year gets better. And, to Mike Kirk who again had the Soo Line Depot open for visitors to see, and appreciate the progress made since last years open house.

I don't want to forget anyone, so here goes. Thank you to everyone who helped set-up and tear-down. Thanks to everyone who demonstrated their skills during the Demo Derby. Thanks to everyone who set-up and tore down our WAMR layout and ran trains during the show. Thanks to everyone who entered the model contest...make sure you do so again next year, and if you didn't, why didn't you enter?

Financially, this show was a resounding success, and will enable us to continue our mission of promoting model railroading as a life long hobby.

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***Welcome to two new members:*** John Kurka, a friend and neighbor of Pat Smith, and Cody Monnier from Almond. We look forward to getting to know you and working with you on your model railroad empires.

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***Contributing Members***

- Strawberry Fest Train Show Wrap-up
- Welcome New Members
- Golf Outing/Picnic
- Operations on the EH & AC – Roger
- Modeling Tips – Roger
- GP-9 - MTH 2007 Catalog
- A Successful Strawberry Fest in Pix
- Mission Trip to Nicaragua – Linda Schober
- Progress on the Silver Spike – Gordy
- The Pinecliff Division of the GN – Phil
- Waupaca Soo Depot Restoration, part 2 – Mike Kirk
- Model Contest Winners – Gordy
- Amherst Junction Short Line Receives Ship
- Schedule of Events
- Modeling Tips – submitted by Jim Patyon

## ***Summer Outing and Semi-Annual Meeting –***

We will not be having a golf outing this year. Instead, Roger said he would host a picnic/semi-annual meeting that could include an operating session if members have an interest. The date is yet to be announced.

## ***Operations on the EH & AC – RLH***

One thing I was getting a little concerned about was that now that everyone has run each of the different runs several times during operating sessions, it was going to get repetitive.

After the June 30 operating session some of that fear was dispelled. Gordy, for instance, had run the same train the last three times. However, each run was different. During the first session everything went according to plan. During the next session, due to a dispatching error, Gordy met two trains in New London which does not have room for two trains to pass...much less three. The third time we were three-fourths of the way through the session when Gordy was called upon to drop his ore train on a siding and run his engines to help a train that had stalled on a hill. Dispatch had combined two trains, but failed to add extra power. Gordy was kind enough to help it over a second hill before finishing his ore run.

During the same session Ed and Billy ended up on the dreaded Wye run. No one has yet completed this run without going a half an hour past the end of the session. Some have not even completed it (No names mentioned here, Arpad.). Billy and Ed only ran over about ten minutes. It would have been better if they had not tried to go to Green Bay twice, but instead went to Stevens Point. Has anyone heard yet if the boys made it home?

The session also was a first time for the train that goes to Winona staging and the Kewanee car ferry AA#7. BG&W had a history of a shortage of space in Green Bay. This shortage is compounded with my freelance EH&AC running two trains out of the Norwood Yard. Eugene did an almost impossible job of getting things sorted and keeping things moving.

I myself am really looking forward to the challenge of coming up with train schedules that may alleviate some of the congestion at the Norwood Yard.

Here's a little something for you other would-be layout operators to think about. If during an operating session a car develops issues such as couplers or bad trucks, try not to take it off the layout, but send it to one of two car shops on the layout. In this way car shops become another industry.

I also send cars to the car shops for repainting and number changes. Also, if cars are left at the wrong locations or end up in the wrong train, I do not move them to the right location by hand between sessions (No five finger engineer here.). I expect and look forward to the challenge of getting these cars

to their proper location in future train movements...otherwise know as operating sessions.

So, do you want to know how you all did during the June 30 session. Lynn managed to get 19 cars on to the ferry set up for 18 cars...the railroad got its moneys worth on that run. Ed left a car across Hwy 110 in Weyauwega and took two cars to Stevens Point that were not supposed to go there.

## ***Modeling Tips – RLH***

**DCC.** When installing DCC you need a buss wire, a wire that runs the length of the layout so drop lines from the track can be hooked to it. The recommended interval between drop lines is every six feet. It is recommended that 12 gauge stranded wire be used for the buss. At a local store this wire can be expensive unless you get 500 foot rolls. I discovered that the same gauge wire in the automotive department was less than half the price of that found in the electrical department. The difference is in the coating. The automotive wire only rated for 60 volts. This is still way more than you will ever need for your model railroad. Another advantage to using automotive wire is that it comes in more colors.

**Ye Old Update!** In a previous newsletter I suggested one should clean up paint jar lids before returning the lid to the jar...thus making it easier to remove the lid next time. Now I cut up a plastic sandwich bag into two inch squares and place the square over the jar before replacing the lid. No need to clean the lid again. The plastic squares are even reusable.

**Magnets Anyone?** Ever have trouble getting small screws into their desired location? As I see it, you can do it several ways:

- Get someone else to do it.
- Get a magnetic screwdriver.
- Put a small magnet on the side of your screwdriver (doesn't everyone have a magnet in their toolbox?).

Oh Well! Some of us doesn't have cell phones yet either. Fleet Farm has all kinds of small magnets. I also have found that a large magnet will temporarily magnetize a small screwdriver long enough to get the job done.

## ***GP-9 (From the MTH 2007 Catalog)***

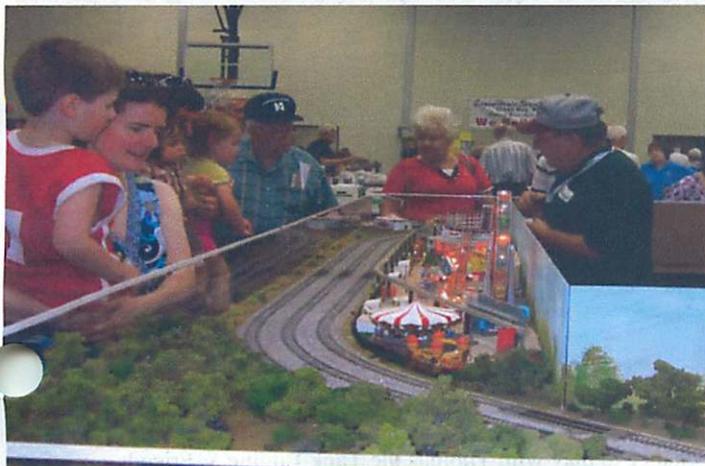
In the middle of the twentieth century, the New York Central was the second largest railroad in the nation, exceeded only by the Pennsylvania Railroad. The Central's high-speed main lines and less traveled secondary lines served the industrial heartland of America, from Boston and New York to Chicago and St Louis. When the NYC replaced its nearly 5000 steam locomotives with diesels in the 1940s, and 1950s, it painted its new engines in a dramatic "lightening stripe" scheme to symbolize the railroad's power and speed. And the most popular of those "first generation" diesels – the locomotive that seen steam to the scrap heap – were the GP9 and it older brother, GP7, made by the Electro-Motive Division of General Motors.

## *Another Successful Strawberry Fest Train Show and Model Contest - Gordy Sauve*

This year's successful show has been 22 years in the making. Harken back 22 years...first show at the Waupaca Armory...four layouts, no vendors or food court. All the layouts had to be brought in through the front door and up over about ten steps.

Now fast forward 22 years to this year's show...two gyms, ten layouts, fifteen vendors, continuous modeling demonstrations, a train ride and an expanded food court. Here is the show in pictures.

*For the Train Enthusiast...*

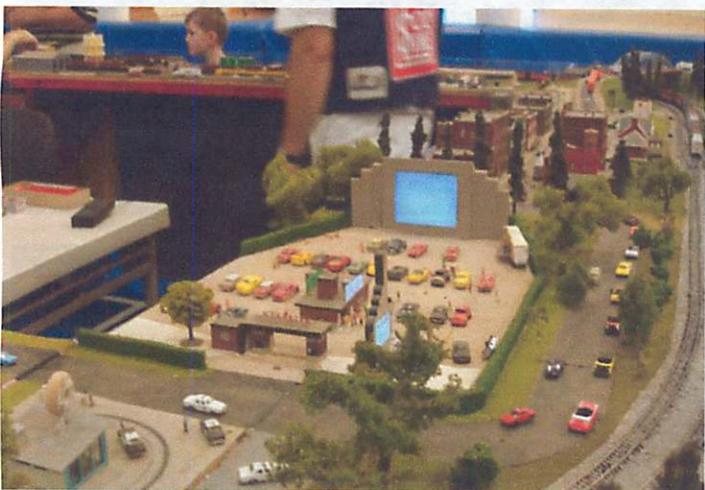




Switching a train with Conductor Carlson



Even Clifford the Big Red Dog visited.



*For the Kids...of all ages.*



A chance to play with Thomas the Tank Engine & Friends



Riding the rails with Engineer Ted

***For the Serious Modeler...The Demo Derby...***



Whose that behind the Foster Grants? Hi Phil!



Adding Trees with Chic Hartert



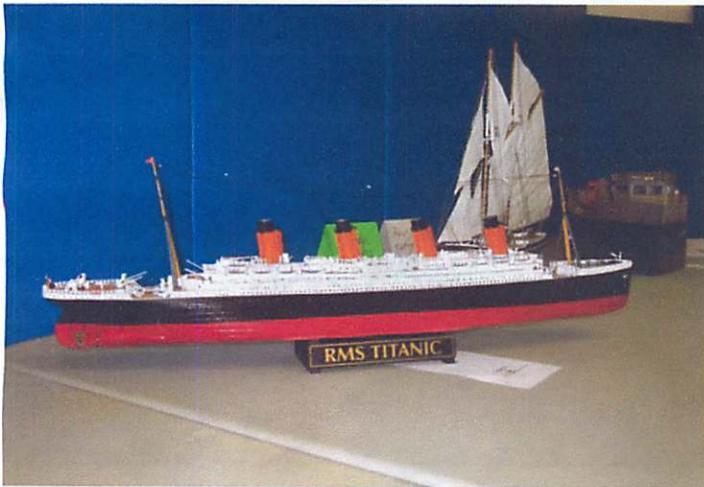
Upgrading Rolling Stock with Mike and Roger



Scenicizing the Better Half Railroad Layout

***For the modeler...***





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Two hats were hanging on a hat rack in the hallway.  
One hat said to the other: "You stay here; I'll go on a head."

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You are stuck with your debt if you can't budge it.

*For the Hungry...*



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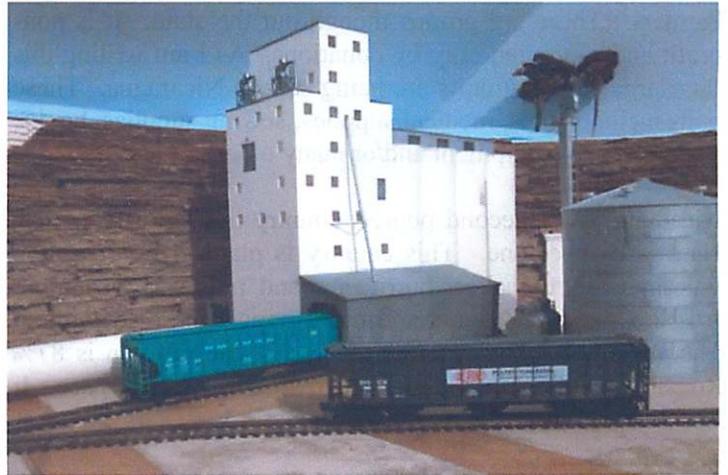
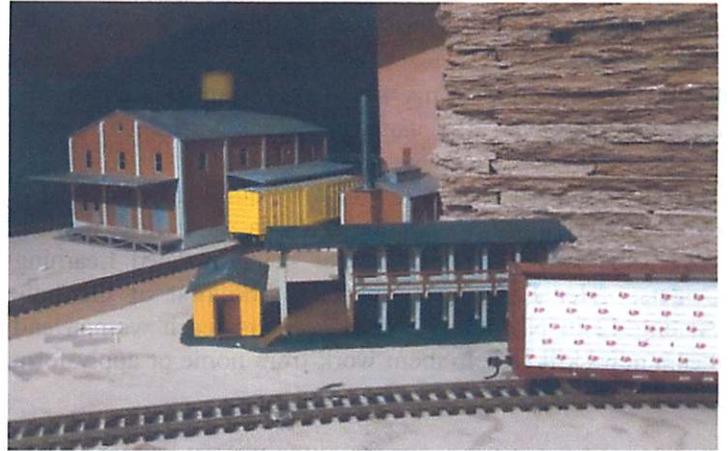
Trains don't wander all over the map  
'Cause nobody sits on the engineer's lap  
BurmaShave

---

## *Progress on the Silver Spike – Gordy*

When we last visited the Ed Murrow's Silver Spike line much work, track, and DCC were on the top of the work order to complete. Some scenery was already in place, and buildings were stored in an adjacent room.

This time businesses and industry were in position, track had been weathered and ballast was beginning to get poured. Look for yourself...maybe Ed is ready for an operating session.



## *Mission trip to Nicaragua - Linda Schober*

I will never mention to my friend that I am bored. Shortly after that statement I was planning a trip to Nicaragua.

This all started 10 years ago when my quilting group hosted two women from Nicaragua. Dona Angelica was in Wisconsin getting support for her newly formed Learning Centers. Her Learning Center was the first of the now existing 42 in Nicaragua. These centers teach women and men a new skill to help them work from home or apply for a job.

The group that I volunteer for is called Wisconsin/ Nicaragua Partners. There are groups though out the state. It is non-profit and supported only by donations. As I am writing this four large shipping units are being sent to Nicaragua. These units include bikes, medical supplies, sewing supplies, books, tools, sporting equipment and/or many other things.

Nicaragua is the second poorest country in Central America. Haiti is number one. This country is plagued by 16 active volcanoes, earthquakes, hurricanes and political corruption. It is the size of Alabama and has a population of 6 million. The average income is \$437 per year. The religion is 87% Roman Catholic, but Muslim is growing at a steady pace. It is HOT, HOT, HOT and also very beautiful.

Our group of 19 arrived two days late in Managua after traveling thru the heaviest snowstorm of the year, plane delays, etc. My first class in basic embroidery stitches was very challenging. As I speak no Spanish, my lessons needed to be visual. I prepared and took 60 kits that included scissors, thread, needles and pictorial directions. Classes in Managua were at the Leon and Herlinda Learning Centers. I was surprised to learn that the women did not know about embroidery. They are fast learners and willingly helped their friends learn. After all classes, the W/NP leaders put a huge canvas on the open area of the center and put gifts for everyone. Such things as fabric, lotions, candy, books, and household tools disappeared so fast it made your head spin. Only one to a person and they are very honest, but some women traveled and attended all of my classes.

We were able to visit many sites in the country. Examples included a nature reserve, volcanoes, banana farm, local churches, open markets, volunteer fire departments, native homes and city tours. I could talk for hours on this faith shaking experience but will save much for other conversations. When asked if I would go back again and the answer is YES...



*Pacific Ocean and lava rocks...*



*Some of the lovely people of Nicaragua.*



*Me! Hugging a Banana Tree.*

## ***The Pine Cliff Division of the Great Northern Railroad (or The Dangers of Attending Swap Meets)*** - Phil Gjerve (as told to Gordy Sauve)

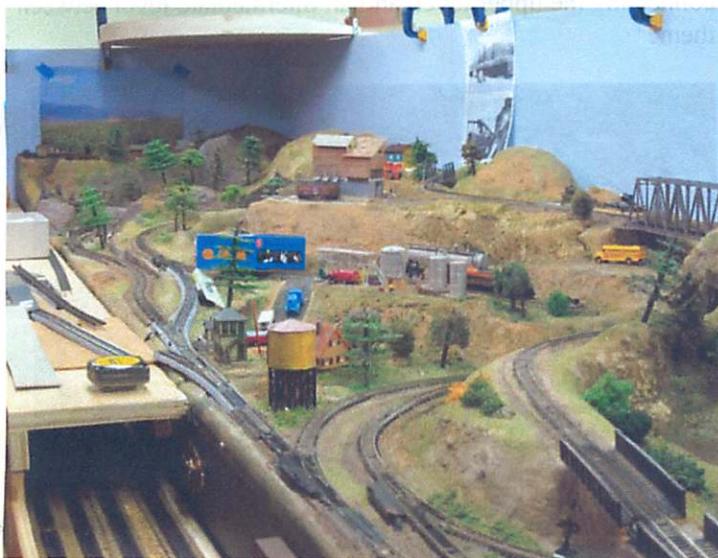
If only the guy with the sales table next to Phil at a swap meet had minded his own business. "Hey Phil, how about buying this little N gauge layout from me? It is GN and I know you model GN." That is how the day started, and as the day continued the nudging kept coming. Finally towards the end of the meet the guy said: "I really don't want to take this home. I'll give it to you for next to nothing."

In a weak moment Phil pulled out his wallet and became the proud owner of his first N scale layout...and equipment: a GN engine and caboose and a couple of cars. He packed his new layout up, along with the things he hadn't sold, and headed home. His new N scale layout resided hidden beneath the bed while Phil tried to figure out what to do with it.

At that time Phil was on the membership committee for the Great Northern Historical Society. He hit on a brilliant idea while trying to think of a way to attract new members to the society when society put up their display at train shows. Motion always attracts attention thought Phil. Out came the little N scale layout. He refurbished it and began taking it to shows. And as layout always do, it too grew from one to three modules.

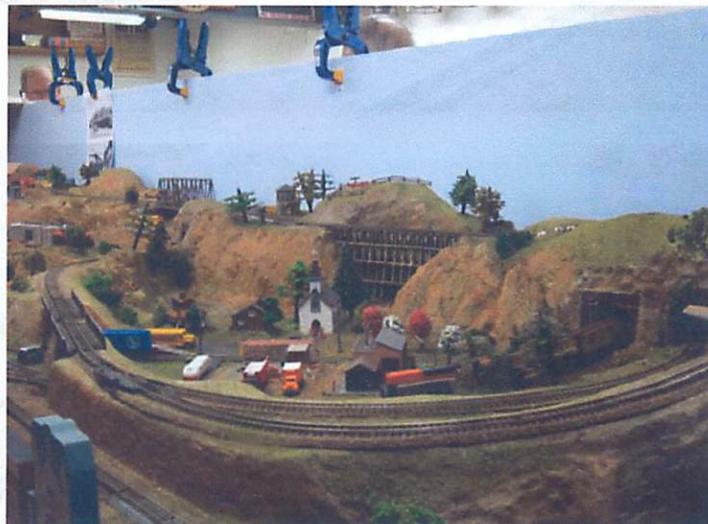
Here is Phil's description of what he is building:

The layout is the fictional depiction of whatever was strongly influenced by our ten years as residents of Colorado. Thrown in for good measure are the high points of the GN. So, I call it the Pinecliff Division of the Great Northern. Pinecliff is a small station at the crossing of the D&RGW at Hwy 72 just



Two of the original modules surrounded by their new backdrop and hidden mainlines.

west of the tunnel district before the railroad reaches Rollinsville and the Moffat Tunnel. Today, the BNSF is a large user of the track as a result of the track agreements the UP had to give to buy the Rio Grande and SP. It makes permanent the eastward connection that existed with the WP and GN at Beiber CA.



*The third module of the layout. Next time you see Phil ask him which was the module he got for "next to nothing."*

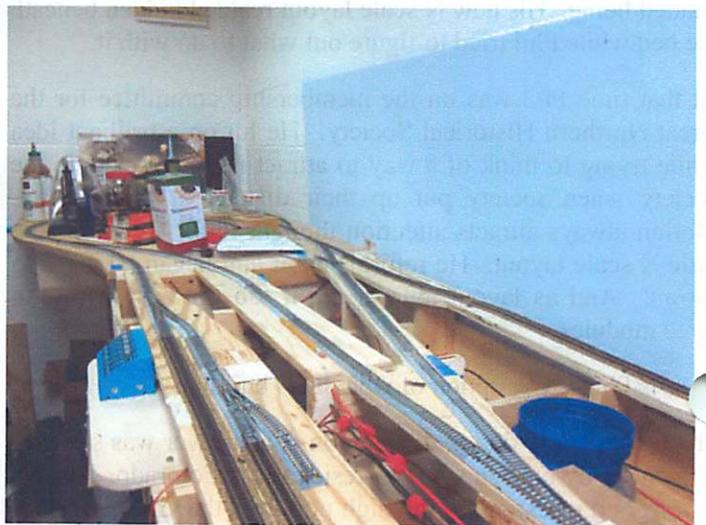
Phil began just taking it to train shows and meets. For a number of years Phil traveled the circuit with the little N scale layout. But, then it became time to "retire" from being the showman and just attend and participate in shows and meets in a different capacity.

However, the layout did not retire. Phil built some bench work in his basement and the layout became the center island for his new and again growing multi-level N scale layout.

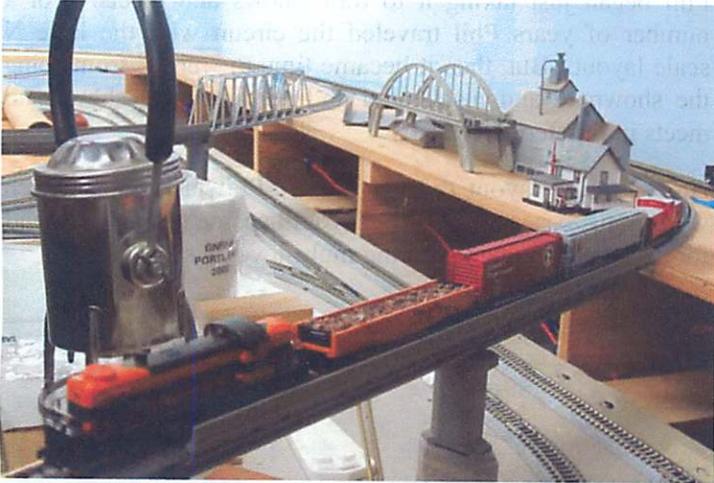


*"How do you get to the hidden track down front, Phil?"*

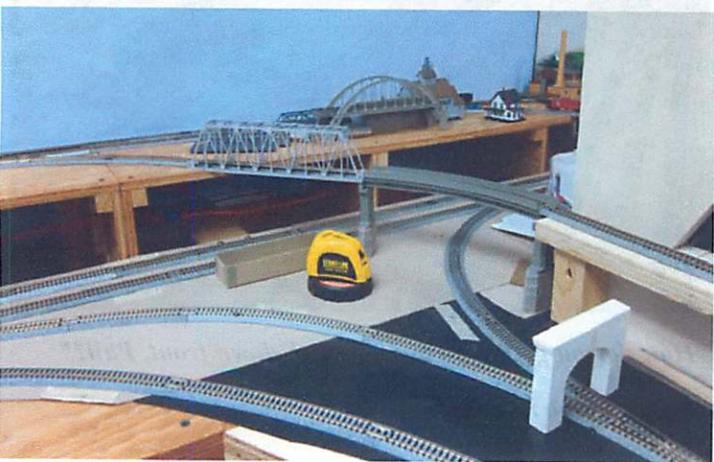
*"With a piano hinge it's easy."*



And then there is the new section:



Can you visualize a double track helix in the corner connecting the upper level, and an intermediate level between them?



Mile High Mining Area on the third level, or is it the fourth level at that point?

***The Restoration of the Waupaca Soo Line Depot, the Freight House and more...(part two of the multi-part story by Mike Kirk.)***



**Change in fortune.** Then, to our relief, the CN realtor said the railroad decided not to demolish the depot when they built the bridge but they still needed it moved. At least the time pressure was off. Soon he told us that when they built the bridge they were going to remove the siding and move the main line to the center of the right of way. That would move the track back from the depot. It was only an outside chance, but there were a few people in the CN that were willing to consider letting us buy the depot leaving it where it stood. In the fall of 2003, we watched the new Oak Street bridge being constructed. The depot siding was removed. The mainline was raised three feet from the grade had been in front of the depot when the last passengers boarded the train there. After several contacts with Mr. Roberts always with the same reply of maybe, we finally decided to make an offer to buy the depot for \$10,000 plus erect a fence. Much to our delight, they accepted the offer. All that remained was to agree on the details of the property lines. It took some negotiating, but we finally agreed on property lines allowing us room to use the trackside doors without trespassing on railroad property. Scott Roberts came up to Waupaca in July of 2004 and we completed the sale of the depot to the Waupaca Historical Society. I loaned the historical the \$10,000 purchase price. One half the loan was almost immediately paid back because of a nice donation from Dave Johnson.

**Work Begins.** When we got the depot we were in the middle of applying for a transportation enhancement grant so we wanted to be careful what work we did on it. We were optimistic about getting the grant and any work we did at this time would not be credited to our portion of the matching funds. Adam Johnson of Amherst helped dig out the brush overgrowing the building. We hauled away brush from around the yard and used a brush mower to trim back the lawn. We were required to put up a six foot chain link fence. Roger Hildebrandt was able to get some used fencing donated from the foundry landfill. Bob Faulks paid for the remainder

of the fence parts and their installation as part of a donation toward the depot. I fixed up one door enough so that we could lock it and get in and out of the building. Harold Pagel helped clean up garbage from inside the depot. Finally, when we learned that we did not get the transportation enhancements grant, I started doing some roof work over the office where the roof was wide open where the train order signal had been located. Over the winter, I rebuilt the ruined office door.

**With the coming of 2005,** I continued working on the badly rotted trackside roof. I repaired a few windows in order to let some light into the dark building. Baur Electric installed a new 200 amp commercial service. Bill Flemmel helped get some of the wiring started. Arpad Eiler helped me plane the office desktop. I did some repair work on the baggage room doors, replacing the vandalized panels with wood milled by Larry Behm. John Lehman refurbished two of the track rollers. The power washer I used on the outside walls did a good job on the top portion but was not effective on bottom half with its heavier dirt and painted on graffiti.

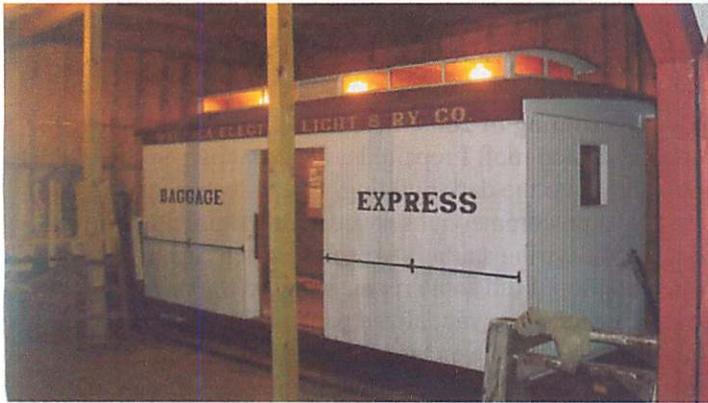
**2006** plaster and paint general waiting room and office walls

**June 2007** Tom Schneekloth and Lee Pohlman power washed the remain grime and graffiti from the depot exterior walls using Lee's equipment Working on a different section of depot roof each summer was the largest project of 2005,'06 and '07. Several sections of the main overhead beam had to be replaced as well a two of the braces known a corbel. We got the rough cut corbel wood from Larry Behm and shaped them with the help of John Lehman using his band saw.



Many of the rotted rafter tails had to be sistered on the trackside and street side. Some of the plate wood on the top of the stonewalls had to be replaced on the trackside. The rafters were actually mortared in place using brick so I had to carefully salvage the brick and mortar them back in once the rafters were repaired.. Prior to working on a section of roof I had to remove the tiles. Good tiles were either carefully taken down for use later, or used to replace damaged tile higher on the roof nearby. Roof boards were replaced using rough lumber from Larry Behm that cut with his band saw and we planed using a planer that we borrowed from Jim Payton. I used rolled roofing to cover the roof. I figured it would be a

cheap and quick way to protect the roof and it could last a few years until we were able to put on something more permanent. When I got to the Oak Street side, I used tile salvaged from other parts of the roof so the depot would look better as people passed the depot.

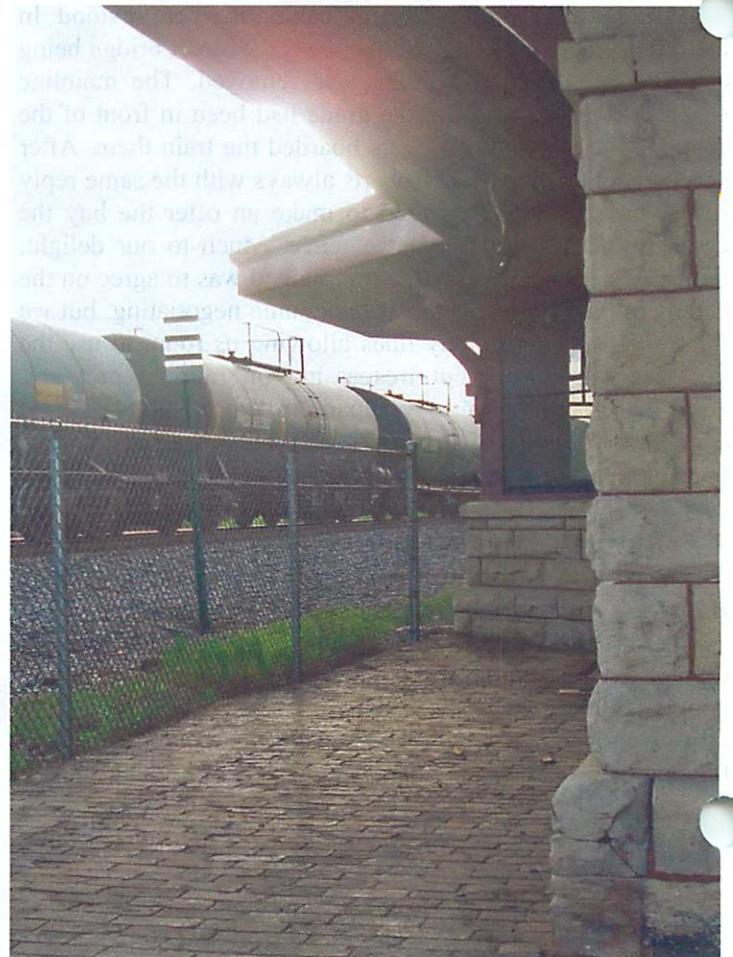


After learning the city intended to demolish the armory gymnasium, I asked to remove some of the maple flooring for use in the depot and the Holly Center. It took several requests, but finally we got permission to get the flooring in February of 2007. It took 271 hours to remove about two thirds of the floor, salvaging what we could. Many people helped me with the project including a crew from Rawhide, Roger Hidebrandt, Dave Trombla, my wife Barbara and sister Linda, Jed DeYoung Larry Behm, Chris Burrington and others.

The windows had all been smashed and some of the frames damaged. I repaired and, refinished and put in new glass. Some of them I took home and worked on and others I did at the depot. Lane Streck made two sashes that were completely ruined. I drew lettering for the ticket and baggage room windows and painted the lettering on the glass. I knew what the lettering looked like on the ticket window based on pictures of the depot interior. I decided to put similar lettering on the baggage room windows. In 2006, John Lehman made a replacement grill for the ticket window. I had to tuck point the chimneys and repair the caps before the roof could be done. The chimneys are bigger that they look from the ground. The platform bricks immediately around the depot had been removed before we purchased it. In 2008, Jim Payton laid the portico floor using brick from the platforms that were buried along the trackside of the depot. Bill Niemhauf, Ashley Buck and her friend Michelle have helped me strip the painted oak wood work. Jan Schroeder has done much work staining, varnishing and painting. Camaron is neighborhood boy who often comes by and helps with whatever projects I am working on. With his help we have been gradually digging out he steps up the hill from Oak Street as we need sand for various projects. A city crew removed quite a bit when we needed material for the car barn. Kent Piegorsch came over with tractor one day and helped haul sand. I made new stations signs using one of the old ones now owned by Jerry Thompson in Plymouth as a pattern.

Willard Wilde helped me put up the one on the east one of the depot. Camaron helped with the west one. Dave Trombla has been helping me clean up the hardwood flooring from the armory. So far I have armory flooring installed in the offi and the men's restroom. Willard and Jim helped repair the large hole that had been burned in the general waiting room floor. We repaired the old window screens and installed them to deter vandalism. The Waupaca depot train order board Ralph Wielitz of Merrill. I made a trip to his house in order to measure it and trace the lettering in order make a replacement one that I installed in the depot. Waupaca high school students have helped on community service workdays. There so many projects and people involved with the depot that it is hard to think of them all.

**Roof.** We received a Waupaca Community foundation grant to help with the car barn. Last year, in 2010, we got grants from them for a security system and help with funding the roof replacement. We received a major donation toward the roof replacement from Archie Over and the First National Bank. These donations as well as funds previously raised allowed up to go ahead and have John Golke roofers replace the roof. Clay Tile Specialists from Little Chute salvaged the old tiles. Golke installed an alumasteel Spanish tile roof. Over this past winter I have been working on the water damaged plaster ceilings with the help of Dennis Lear, Joe Bottchin, and a CAP services fresh start crew.



**Another Successful Model Contest – Gordy Sauve.**

A variety of entries covered a number of fronts...from Legos to scratchbuilt, from following kit directions to extreme details. Congratulations to all entrants and thanks for participating. Here are the winners...



Lego category winner – John Sauve



Military/Aircraft/Ship – Samuel Jarosh including Junior Best of Show



Structure Winners – Pete Ugorek 1<sup>st</sup> Place; Jan Trierweiler 2<sup>nd</sup> Place; Gordy Sauve 3<sup>rd</sup> Place



Automotive Winners – Klaus Schwenzig 1<sup>st</sup> Place; Tom Diedrich 2<sup>nd</sup> Place; Eugene Much 3<sup>rd</sup> Place



Train Cars & Engines – Tim Oudenhoven 1<sup>st</sup> Place; Don Schultz 2<sup>nd</sup> Place; Paul Jarosh 3<sup>rd</sup> Place.



Trucks – Don Schultz 1<sup>st</sup> Place; Ron Hartl 2<sup>nd</sup> Place; Don Schultz 3<sup>rd</sup> Place



Ships – Eugene Much 1<sup>st</sup> Place and Adult Best of Show; John Poris 2<sup>nd</sup> Place; Tom Diedrich 3<sup>rd</sup> Place.

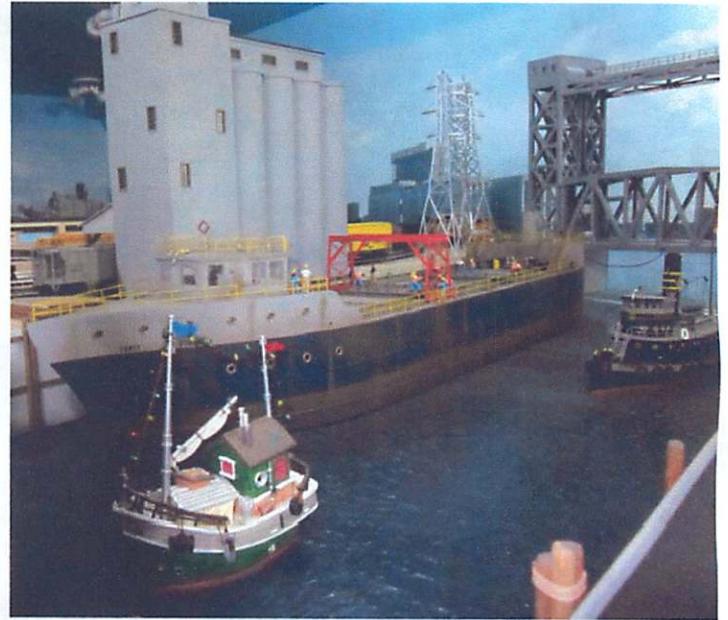


Miscellaneous Don Schultz 1<sup>st</sup> & 2<sup>nd</sup> Place.

***Tracy Elizabeth Freighter Delivered*** – Gordy Sauve

After winning the ship category and the Senior Best of Show model contest at the 22<sup>nd</sup> Annual Strawberry Fest Eugene Much, president of Much Shipbuilding Works delivered the

freighter, ***Tracy Elizabeth*** to Gordy Sauve, president of the Amherst Junction Short Line Railroad. This is the first of two ocean going ships being built by Eugene for the AJSL. The second ship is an ocean going intermodal ship. Both will travel from its home base in the Tomorrow River basin and reach international customers through Lake Michigan and the St Lawrence seaway.



**WAUPACA AREA MODEL RAILROADERS  
SCHEDULE OF EVENTS  
July 2011 through October 2011**

<b>July 2011</b>	<b>August 2011</b>	<b>September 2011</b>	<b>October 2011</b>
7 Old Car Show	4 Gordy	1 Willard	6 Arpad
14 Lynn/Pat L	<b>6 Saturday - Vance</b>	8 Gordy	13 Dennis/Lynn
21	11 Arpad	15 Roger	20 Gordy
Dennis/Willard/Gary	18 Dennis/Ed	22 Eugene	27 Vance/Ed
28 Roger	25 John P	29 Vance/Dennis	

**SHOW SCHEDULE**

<b>2011</b>	
July 3-9	NMRA National Convention – Sacramento, CA
July 7-10	Milwaukee Road Convention – Austin MN
July 7-10	Iola Old Car Show
July 16	LaCrosse Railroad Fair – Copeland Park
August 13-14	Calumet County Fair Steam Engine Train Show
August 13-14	Layout Open House Railroad Lodge – SSSMRE, Sheboygan
August 18-21	Soo Line Historical Society Convention – La Crosse
August 23-28	Clipper City Model Railroad Club Open House, Manitowoc County Fair, Manitowoc, WI
September 10-11	Marinette Train Show ?
September 24-25	Minoqua Train Show – (Layout Displayed?)
October 1	NMRA WinnebagoLand Division Fall Meet – Lakeshore Lanes, Sheboygan, WI
October 1	2 <sup>nd</sup> Annual Hope Train Club Show & Sale, Wesley Center, Waupun, WI
October 1 & 2	Marshfield Show (Layout Displayed)
October 15-16	Layout Open House Railroad Lodge – SSSMRE, Sheboygan
October 23	Cedar Creek Central Model RR Show & Swap Meet, Cedarburg, WI
October 23	NEW O gauge Train Show & Swap Meet – Green Bay
November 5	WinnebagoLand Division Annual Operating Session – Waupaca
November 12-13	Trainfest – Milwaukee
November 25-26	Paper Valley Open House – Appleton
<b>2012</b>	
January 14 & 15	Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed)
January 28	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
February 3-12	Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI
February TBA	Christmas Party - Mike/Mary
February 18 & 19	Madison Train Show
March 3 & 4	MSOE Model Train Show, Milwaukee, WI
March 11	Metro Model Railroad Club Show, Cedarburg, WI
March 17 & 18	La Crosse Train Show (layout displayed ?)
April 14 & 15	Happy Grandparents Model Train Show, Menomonie, WI (layout displayed)
April 13 – 15	NMRA Midwest Division Convention – Madison, WI
April 28 & 29	Titletown Green Bay Train Show
May TBA	WLD Spring Meet - Plymouth
May 17 - 20	CNW Historical Society Convention – Kenosha
June 16 & 17	Strawberry Fest, Waupaca, WI

**OFFICERS**

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

**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.)

**On the Roof.** What's the most visible part of every building on your layout? If you answered the roof, you're right! While most roofs may seem pretty plain, they're really packed with details. Period photos are a great source of ideas, and you'll find a wide range of scratchbuilding supplies and detail parts to customize the structures on your railroad. Roofs are made from a wide range of materials. Depending on your modeling era and location, you may find everything from thatched roofs made of natural plant materials to tar and gravel. Of course being exposed to all kinds of weather, roofs also show a considerable range of age, damage and repairs. Downspouts, scuppers and gutters are also important details found on and near roofs of most buildings. Roofs are used for much more than covering a building! In cities where space is limited, they may serve as patio, sun porch and rooftop garden. Other important features may include water towers (for fire protection or plumbing) as well as machinery houses and access points for elevators. In rural areas, lightning rods protected barns and homes, while weather vanes might be seen on barn cupolas or atop silos. Older buildings of all kinds also sport chimneys, which may serve fireplaces, stoves or other appliances — modern structures may still have their original chimney along with inlets and outlets for today's high-efficiency furnaces and/or water heaters. From the 1950s on, many homes and apartments sported TV antennas. Don't forget satellite dishes in modern settings too!

**Making Time.** From engines to cars, to mountain ranges to animals, model railroaders have all sorts of tricks and supplies available to duplicate the real world in miniature. But some things don't scale out very well. Time and distances for example are both much smaller on a layout. And a trip that would cover several miles and a lot of time in the real world may take just a few seconds in our small one. Over the years, enterprising modelers have come up with some neat ways to model time, using "fast clocks." The basic idea is to make each real minute represent more time on the railroad. Early on, modelers reworked mechanical clocks, changing gear ratios so the clocks moved faster. Each real minute now represented two or more "scale minutes." A trip of five real minutes for example, was actually a 10-minute run on the railroad. While some jobs, like switching, do move fairly slowly, many modelers found this pace added a new dimension of realism to operating their railroads.

Today, modeling scale time is much easier. Programmable, digital fast clocks are an integral part of some DCC systems, and can also be purchased as aftermarket accessories from various suppliers.

The Crummy – Official Newsletter of the  
Waupaca Area Model Railroaders  
3980 Elkins Road  
Amherst, Wisconsin 54406

# The Crummy

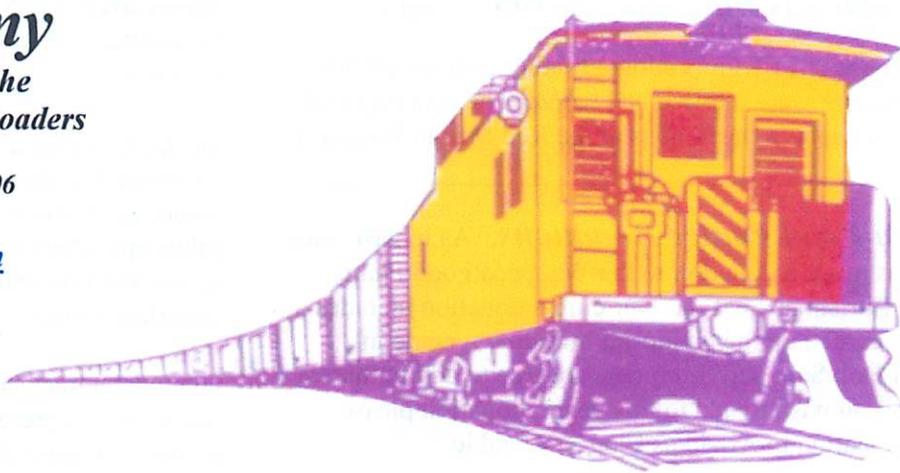
Official Newsletter of the  
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Waupaca, Wisconsin  
3980 Elkins Rd , Amherst, WI 54406

[www.wamrltd.com](http://www.wamrltd.com)

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(715) 824-3233



Gordy Sauve, Editor

Fall 2011

**Waupaca Area Model Railroaders and The Crummy are now on facebook.com.** Facebook seems to be a phenomenon that everyone uses...well most everyone...over two million people worldwide. Dennis has been saying we need to have a facebook presence, and Gordy agreed that it would be another free way to promote Strawberry Fest. Ryan Mroczenski took the initiative to set-up and create a facebook account for the club. If you are already a facebook member all you have to do is to type in "Waupaca Area Model Railroaders". If you are not yet a member and want to join it is easy to create a facebook account and then build your own personal community...of course, including WAMR.

Those of you who want to see the facebook page but, do not want to join facebook, can access the WAMR facebook page through the WAMR website...[www.wamrltd.com](http://www.wamrltd.com). Once at the club website, click on the facebook logo on the home page. It will take you directly to the club facebook page. You will be able to view the pages, but not post, make comments, or join in the on-line discussions.

facebook page includes announcements about 2012 Strawberry Fest Train Show & Model Contest, and Artic Run for 2012. There are also links to Ron Hartl's videos about the setting and running up the portable layout at the NMRA 75 Milwaukee convention and at the La Crosse Train Show...they are fun to watch. Ryan, thanks for a great job.

**Another WAMR Link – GB Trains.** Thanks to John Melendy, of GB Trains. GB Trains is Green Bay's "the "O" gauge connection". John linked the WAMR website to his site, [www.railtycoon.com](http://www.railtycoon.com). Now when someone visits his site, they also have an opportunity to visit our club website. When you are thinking "big" trains like Lionel, MTH, Weaver, Atlas or your other accessory needs, think GB Trains, 1353 Velp Avenue, Green Bay, WI 54303, (920) 496-9697

**Jim Payton receives the President's Award.** The President's Award is not given every year, but only when someone goes above and beyond what is expected of a WAMR member. At this year's summer business meeting, August 28, Roger recognized such a member. Jim Payton became the latest recipient of the President's Award. In early 2010 fire consumed member Willard Wilde's garage and badly damaged Willard's train building and layout (see article in November 2010's issue of the Crummy). The layout was a total loss and the building needed a major reconstruction job. Immediately after the fire Jim, assisted by other club members, jumped in to help Willard salvage as much as possible. Once the building was finished he became foreman for the building of Willard's new layout. It was not unusual to see Jim spend two to three days per week after work or on week-ends helping Willard get up and running. He put in that EXTRA EFFORT and countless hours not only being the "project manager", but a hands-on builder. Because of the club's assistance, and particularly Jim's extra effort, Willard is up and running, and hosting operating sessions. CONGRATULATIONS, JIM!

**2012 Dues Notice.** Club dues of \$25.00 annually are due as of January 1, 2012. Arpad is now accepting dues at meetings 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

## ***Congratulations Billy and Sharon*** – Roger

On October 13, 2011 Billy's adopted father announced that Billy and Sharon were married at 11 AM. The wedding took place at the Chapel in the Woods at the Red Mill in Waupaca.

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***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.

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## ***Scholarship*** – Roger Hildebrandt

This year's scholarship went to Alex Goke. Alex is attending UW Madison. He is majoring in electrical engineering with emphasis on renewable energy. Including this year's scholarship the club has awarded \$5,600 in scholarships to deserving graduating seniors of the Waupaca High School.

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## ***Contributing Members***

- WAMR & The Crummy now on Facebook.com – Gordy Sauve
  - Another WAMR Link – GB Trains – Gordy Sauve
  - Jim Payton Receives the President's Award – Roger Hildebrandt
  - 2012 Dues Notice
  - Congratulations Billy & Sharon Schultz – Roger Hildebrandt
  - Call for Waupaca Food Pantry Donations
  - Scholarship Winner – Roger Hildebrandt
  - Contributing Members
  - Modeling Tips (from Walthers E-Update Newsletter) Jim Payton
  - This Is The Coolest Ever – Pat Lyons
  - Digging into the Past – Roger Hildebrandt
  - Happy Grandparents Model RR Show – Dennis Cook
  - It's a Wrap – Pat Lyons
  - More Railroad Lingo – Bob Todd
  - WAMR Helps Old Friend Celebrate Her 100<sup>th</sup> Year Birthday – Gary Oudenhoven/Jan Trierweiler
  - Restoration of the Waupaca Soo Line Depot, Freight House and more, part 3 – Mike Kirk.
  - Schedule of Events
- 

- The latest survey shows that three out of four people make up 75% of the population
- The original point and click interface was a Smith & Wesson

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

***An Apple A Day...*** Tree fruits and nuts are grown across the continent. Unlike cultivated farm crops, orchards stand year round, and harvests in some areas last into winter. From date palms and citrus in the southern U.S. to Pacific Northwest apples and Canadian cherries, orchards were, and still are, an important source of railroad traffic.

To model a trackside orchard, choose which kind of tree fruit you wish to represent. Various fruit and nut trees are readily available in several scales. Trees are usually trimmed short (under 15') so pickers can easily reach the fruit. Use pink and white blossoming trees to represent early spring. Planted orchards feature evenly spaced trees laid out so that trucks can drive down the rows. To prevent freezing, some orchards had oil-fired smudge pots for heating into the 1970s, but they're not widely used in the modern era. Other details include beehive stacks, air circulating fans, drip irrigation hoses and occasionally barbed-wire fencing along roads and railroad tracks.

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***Handling Hazards.*** Modern railroads haul an enormous variety of raw materials and finished goods, some of which present serious hazards if there's a spill or other accident. To quickly and clearly identify these loads, warning placards displayed on freight cars, containers and semitrailers. Cargo moving in boxes or barrels will also carry smaller warning labels.

The practice actually began in the early days of railroading, by nailing handwritten or printed signs to the sides of wooden cars. Steel cars required special mounting points, consisting of a metal frame with wooden slats mounted on each end and side, where cards could be tacked in place — these came to be known as “tack boards.” Tank cars were fitted with diamond-shaped metal holders where warning placards could be secured.

Modern hazardous materials placards display instantly recognizable symbols, are color-coded and show a classification number. Some also carry a four-digit United Nations identification number, which may also be displayed as a separate, square warning sign in highly visible orange and black.

Decals and preprinted warning signs are available in various scales from many manufacturers to add this detail to your fleet. And there are plenty of additional images and information online that can be used to make custom signs.

## ***"This Is The Coolest Ever"*** - Pat Lyons

I recently took a short trip to California to visit my daughter and her family. Before I left I sent an unused digital camera and accessories to my Granddaughter. I felt I could not overlook my Grandson Mitch, so I sent an older Athearn engine (motor mounts were damaged by the USPS) and five cars plus a power pack with the intention of building a small loop of track for him during my stay.

I was unable to attend the NMRA convention in Sacramento because of Judy's illness so my daughter arranged visits to a few clubs so I would have a taste of model railroading during my trip. After visiting a club in Roseville, CA we found a hobby shop to purchase the necessary track and the owner replaced the broken motor mounts in the engine.

After I built a small loop of track and connected the power pack a test run was in order. I explained how the controls work to my grandson. He started the engine and exclaimed: With a grin from ear-to-ear he said, "This is the coolest ever". Perhaps we now have another model railroader in the making.



## ***Digging Into the Past*** – Roger Hildebrandt

My home layout always has been a mix of freelance and the prototype Soo Line Railroad. It wasn't until about 15 years ago that I settled on an era (1965 – Mid 60's). I chose this era because the MstP & SSM had just merged with the DSS & A and WC to become the Soo Line in 1961. By the mid 60's when I graduated from school there was still a lot of all three company engines and colors out there.

By picking an era it would lead to doing some research on equipment, towns, etc. I would like to share some information I found about two of those towns.

***Sheridan.*** Sheridan was originally called Sessions Prairie and was further east than where it is now...in Waupaca County to be exact. Trains that had stopped at the depot had a hard time getting started going up hill so they picked up the whole

town and moved it west where it is today. There was a lot going on here even in the 1800s...lumber yards, a feed mill, four potato warehouses, a school, post office, stores, a hotel, and of course a saloon. In 1889, 430 carloads of potatoes went to New York City. In 1985 when Sessions Prairie got its first post office its name was changed to Sheridan to honor General Sheridan.

***Sherman aka Cobbtown.*** It was first called Sheridan Mills, but when it got its first post office in 1900 it was renamed Sherman to honor General Sherman. The result was that there were two towns within a few miles of each other honoring both General Sherman and General Sheridan. The Sherman post office closed five years later.

About that same time G B Root was operating a mill and buying large amounts of ear corn for shelling the result of which was a huge pile of corn cobs.

As the story goes, this is how Sherman got the nickname of Cobbtown. The mill would be sold to the Wisconsin Power and Light and they would raise the dam from 9 foot to 11 feet. Power here was sent to Amherst in 1920. In 1930 Sherman burned down and the tallest "building" in town was the pile of corncobs. Because the corncobs was the tallest "building" in town people began to call Sherman Cobbtown and the name stuck.

In 1917 local farmers started the Sherman Coop Cheese Company and in 1944 the Wagner Dairy Company would buy it and move it to Weyauwega. The Wagner Dairy is now owned by a Canadian company. The cheese factory and out buildings are still in Cobbtown.

About ten years ago one of the Wagners heard I was modeling Cobbtown on my layout and sent me an aerial photo of the factory to make sure I got it right. I am working on it. There is a lot more I have discovered but I picked out some highlights that I thought might be of interest.

Remember, Model Railroading is Fun.

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**THE ONE WHO DRIVES  
WHEN HE'S BEEN DRINKING  
DEPENDS ON YOU  
TO DO HIS THINKING**  
BurmaShave

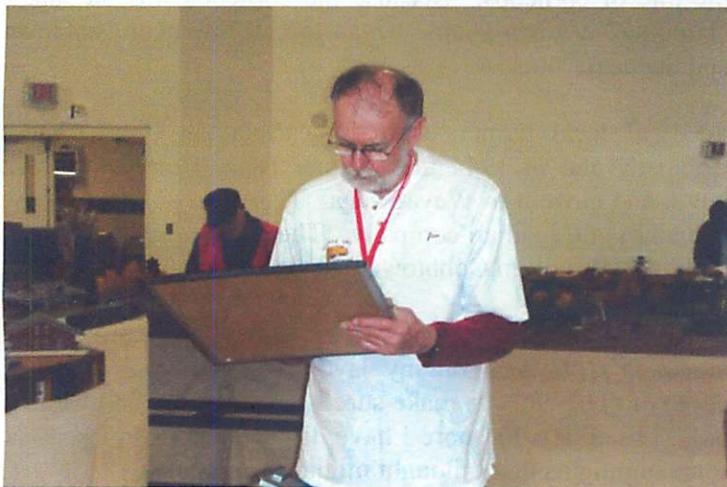
**For Lexophiles (Lover of Words)**  
If you jump off a Paris bridge,  
you are in Seine

## Happy Grandparents Model Railroad Show – Menomonee, WI – Dennis Cook

And a good time was had by all. Last April WAMR members packed up the portable layout and headed for Menomonee and a show we had not attended before. Here is the result in pictures.



The set-up crew.



Jan the Yardmaster



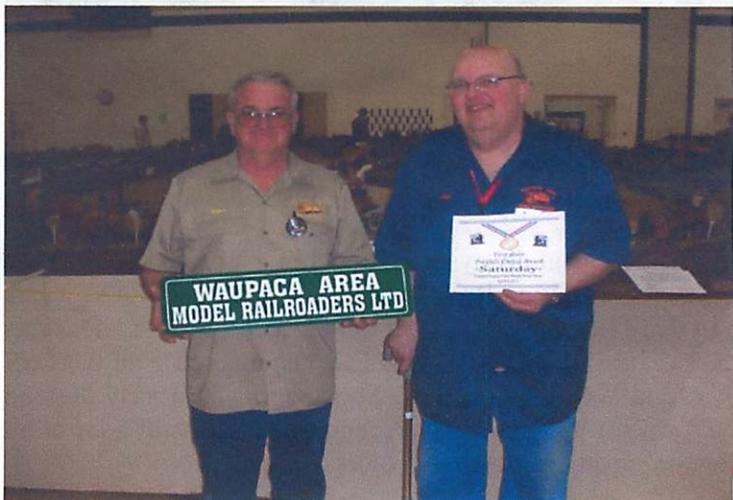
Railroad Industry Titans...John's Great Northern and Dennis's Hiawatha Limited both manufactured by Walthers.



Virgie teaching John a card game she never won.



Eating incredibly good pizza at a Stout Campus pizza parlor



Roger and Pete with major awards we won. Roger is holding the Best of Show, made specifically for us. They always do that for the winning layout. Pete's award was the result of voting by all layouts present.

## ***"It's A Wrap"*** - Pat Lyons

I am not sure when Dave Richaby visited my layout for the first time. It may have been during a WLD event in Stevens Point or the Midwest Regional that was held in Waupaca in May of 2008. One thing is certain; he saw the potential to do an article that, hopefully, will appear in "Model Railroader" or "Railroad Model Craftsman".

Since Dave's initial visit we have had numerous conversations and he has visited my layout at least twice to view progress and offer suggestions on the things that needed to be done to improve the appearance of the layout. Dave suggested that all power supply leads be painted or they would show. He also suggested putting a wash on the buildings and weathering the rolling stock (I did not weather equipment).

During one of these visits he took a few pictures and one was published in the March, 2010 issue of "Model Railroader" promoting the NMRA convention held in Milwaukee last year.

The effort to enhance the scenery and make my layout ready for a photo shoot came to fulfillment on August 9, 2011. Dave arrived at my home at 11:00 AM. The next five hours were spent with Dave photographing my layout and interviewing me about my modeling and the techniques I used to build my layout.

Working with Dave was a learning experience. He liked the farm scene at the end of the center isle on my layout but did not photograph it. He said some nail heads were visible and would show on a photograph. He also avoided photographing areas when the backdrop would be a wall or part of the layout on the other side of an isle. As I think about the lead-up to this experience I wish I would have asked Dave for his thoughts about areas he would most likely be photographing. While not knowing made me focus on the entire layout, perhaps looking at specific areas that would be photograph would have allowed me to put extra time on them for even better results. One thing is clear; the camera will magnify any small flaws that exist.

I do want to thank the members of WAMR for their contributions to the development of my layout. It started with a brainstorming sessions held after I had moved the layout from Marshfield. Over the next months several suggestions that came out of the brainstorming session were implemented. Since that time your help has been invaluable. So many of you have had a hand in bring the layout to the level of completion that has been reached I will not attempt to name individuals for fear I will miss someone. I could have never done it without you.

On September 10<sup>th</sup> Dave called me and said MR will publish the article he submitted. The date is uncertain.

Thanks again Guys and Gal. We have a lot of great layouts in this club. Who will be the next member to have their layout featured in a hobby magazine?

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

**A Spooky Scene for Your Layout.** In many areas graveyards can be found along the railroad tracks. They're perfect for filling in oddly shaped lots and are easy to build.

Choose the location of your graveyard, making sure the plot is relatively flat, but placement on a shallow hillside is okay too. The fastest way to add the carefully manicured lawn is to use a grass mat cut to fit the entire area. Otherwise, use conventional grass ground cover, but only in a uniform color.

Detailing the scene is the fun part. First, fence off the perimeter of your intended cemetery with an ornate brick wall or wrought iron fence (available in most scales) taking care to place the gate along the nearest street. Larger cemeteries typically have their own drive coming in from the street. Add a few shade trees throughout the yard.

Tombstones are available in many scales. If you're modeling a modern cemetery, flat grave markers are easily made from strip styrene painted gray (stone) or brown/green (bronze). They usually measure about 24" wide for individuals and as much as 60" wide for family plots, although this varies per cemetery. They lay flush with the ground surface. Arrange tombstones or grave markers in rows 15-20' apart, top to bottom.

Finally, optional details include flower bunches in vases at a few of the markers, a large tool shed and hedgerows just inside the fence/wall. Some cemeteries provide stone benches along walkways, and occasionally there may be a religious statue somewhere in the yard. In the modern era, some graveyards allow solar LED lights in the flower vases. If you've detailed your layout to be seen at "night," add a fog generator (available at party supply stores) for an eerie look.

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

**Flimsey** – Train order (Standard practice is to issue these on tissue paper to facilitate the making of carbon copies).

**Home Guard** – Employee who stays with one railroad, as contrasted with a boomer. A homesteader is a boomer who gets married and settles down.

**Music Master** – Paymaster.

*On the Road Again...Well, on the Plane, Bus & Ship. (Subtitle: How long will it take for Gordy to find a toy store in a strange city?)* – Gordy Sauve



The time finally arrived. Diane and I had wanted to take this trip last year, but it was sold out. We flew into Rome, Italy. The answer to the subtitle question is not very long. It is just around the corner from the hotel... in fact there were two stores about 25 feet apart.

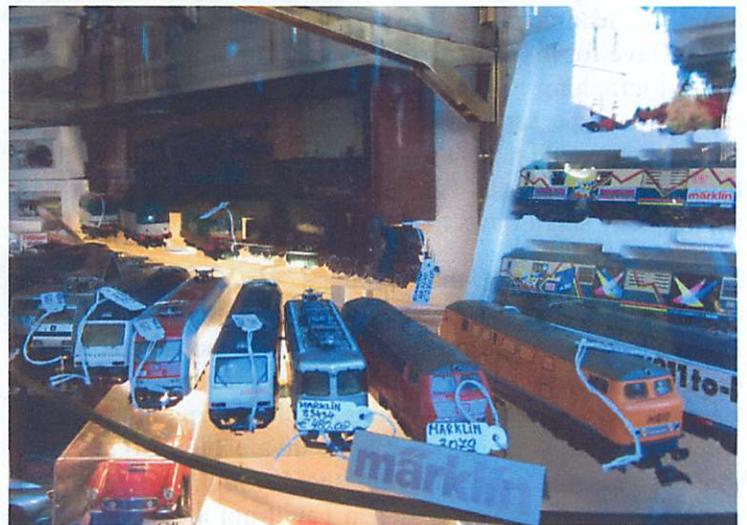


One was more of a collector store and the other more of a toy store. I had to make purchases at both...not trains, they only had HO, but vehicles for my O gauge people to use in getting around my layout. One is a Vespa (which in Italian means wasp) and they were making the waspy sound and buzzing all around Rome. The second one was a three wheeled delivery scooter, and the third a Fiat.

But back to the trains. They were mainly Marklin, one of the stores even had a layout....



And even an Amtrak passenger set



There was a lot more to the trip than the toy/train/hobby shop, but that is for another article, after I edit my 2200 pictures

## ***WAMR Helps Old Friend Celebrate Her 100th Year Birthday*** – Gary Oudenhoven/Jan Thierweiler

Saturday, May 28<sup>th</sup>, 2011 was the 100 year birthday celebration of the 2713. In May 1911, the American Locomotive Co. of Schenectady, N.Y., built Soo Line locomotive Engine No. 2713. It is a Pacific class H-21 as 4-6-2 configuration with 75” drivers. The engine weighs 258,000 pounds and the boiler pressure was 200 psig to provide 36,833 foot-pounds of tractive effort.



The 2713 was used 44 years to power passenger trains for the Soo Line and Wisconsin Central in Wisconsin, Minnesota and North Dakota before being retired in 1955. It would be safe to say the locomotive put in well over 2 million miles before diesels had pushed steam to the side. On June 12th, 1955, it was donated to the City of Stevens Point and placed on the southeast corner of Monroe St and Business 51. It is right next to the Stevens Point yard, blocks away from the old Soo Line Depot and of course just across the Belt's Ice Cream.

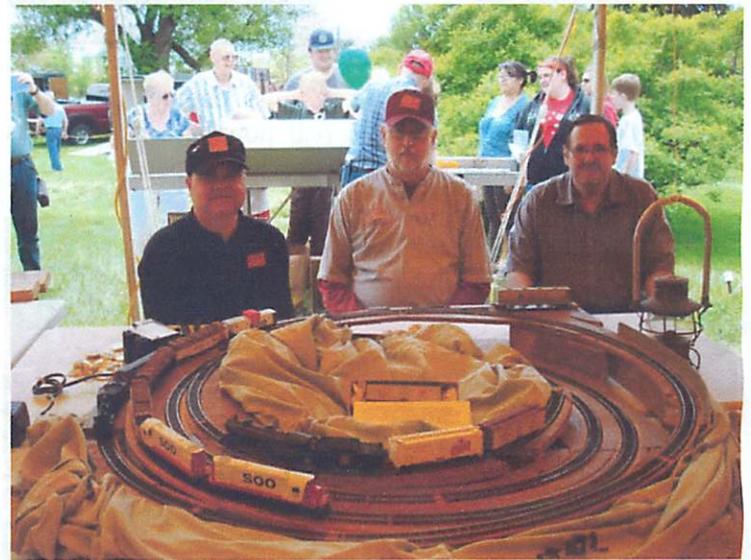
Stevens Point's Historic Southside Railroad was once the rail hub of central Wisconsin. The first train arrived in Stevens Point in 1871, and ever since, the railroad played a major role in the city's development. The railroad was one of the city's largest employers, as it hired many workers to keep the steam engines and diesel locomotives fueled, maintained and on schedule.

By 1995, the 2713 was in poor condition and the non-profit group as Friends of the 2713 was formed to preserve the engine and also the Soo Line wood caboose 158. The group headed up by John Kedrowski obtained funding, had a brick sale etc. and was able to get both painted to make it a valuable asset for the community as a tourist attraction. Others have also come forward to donate for the roof enclosure, a clock and all you see today. See website

<http://soo2713.org>

WAMR was at the festivities to run HO trains. We borrowed a unique 46” by 48” layout that was built by Bruce Oldenberg

of Plover. Bruce does model railroading, rail photography and even does kite photography. We cleaned it up some and added Digitrax. Gary ran the Soo Line Dolly sisters with a cut of gondolas with pulp wood and Jan ran a steam engine pulling passenger. This circular layout had a cross over the top and back down around. It was very simple but ran great and the kids enjoyed the trains running round and round as long as the engineers watched what they were doing to minimize rear end collisions. During the event, we handed out Operation Lifesaver key chains of which the best was added on the pacifier for a small kid. We were even also able to sell two of our Potato cars. Other WAMR members stopping by included Mike Eiden, Pat Lyons and Gordy/Diane Sauve.



Joe Lallensach from Soo Line Historical was there which greatly added to the event.



Bruce Oldenberg had his rotary snowblower display which kids really enjoy with “hands on” action.



They had about 20 antique hit & miss engines and other displays. This guy below was real popular since he was making corn meal and gave a bag out with recipe.



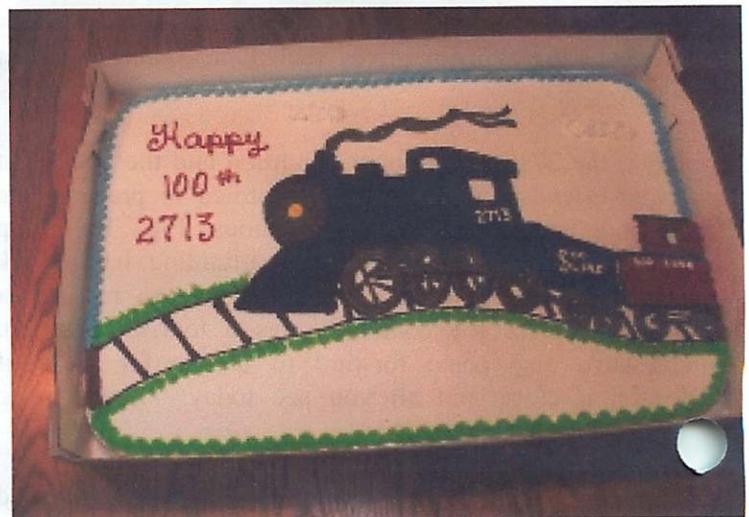
They had a small and big kid train that was real popular.



Larry Penn strummed his guitar and sang about the good old days on the railroad. He was very entertaining.



In all, it was a great day. The Cub Scouts served hamburgers, we had Point Root Beer, Jan & Mike got to blow the steam engine horn and we even got free cake.



***The Restoration of the Waupaca Soo Line Depot, the Freight House and more...(part of the multi-part story by Mike Kirk.)***



**Roof.** We received a Waupaca Community foundation grant to help with the car barn. Last year, in 2010, we got grants from them for a security system and help with funding the roof replacement. We received a major donation toward the roof replacement from Archie Over and the First National Bank. These donations as well as funds previously raised allowed us to go ahead and have John Golke roofers replace the roof. Clay Tile Specialists from Little Chute salvaged the tiles. Golke installed an alumasteel Spanish tile roof. Over this past winter I have been working on the water damaged plaster ceilings with the help of Dennis Lear, Joe Bottchin, and a CAP services fresh start crew.

**Depot Events.** We have been able to hold several events at the depot even as restoration is underway. These have included Strawberry Fest open houses, Arts on the square events, boy and girl scout meetings, community service group tours, Soo Line Historical & Technical Society tours. Community members and visitors often stop by while we are working to see what the depot looks like and what we are doing. A number of high school seniors have had senior photos taken at the depot.

**Donated Items.** Doug Siebert - telegraph equipment and related items, Adam Johnson - depot forms and arrival board, Walter Dean family - paperwork, telegraph. Tom Holly - desk, ---chairs, Dick Bidwell - lantern, Alvera Peterson - lantern telegraphers box, office machines, George Lehman - circus train, tools, scaffolding. Lawrence Staeden - way bills, plates, Don Schmidt - dining car menus, Waupaca Public library - railroad books, Dave Johnson - books, railroad prints. Many people have helped with cash donation both large and small.

**Quarry Trail.** Prior to the idea of restoring the depot we worked on putting in trails and interpretive signs at the granite quarry which had been donated to the city by the

Shambeau family in 1999. I became interested in the quarry when, at a River Ridge Trail meeting, Russ Montgomery from the parks and rec Department mentioned they had gotten the property and needed someone to figure out what to do with it. Working on the quarry seemed a natural thing to do for me. I was already helping work on the River Ridge Trail system. I was interested in railroad and industrial history, and at one time, the property had been a part of my ancestors farm. The quarry had for years been a place for a hang out place of young people. First, a group of trail volunteers removed lots and lots of accumulated garbage. Next, we had to remove the graffiti that covered much of the rock around the quarry. Since the exiting paths around the quarry were to rugged and close to the pond for park visitors to use, we laid out a new path slightly back from the waters edge. After clearing out the brush and downed trees from the chosen route, with the help of a volunteer with a small tractor with a bucket we laid a limestone base for the trail, followed by a top coat of limestone screenings which made a hard smooth surface. My daughter Anna and I built a bridge over a low spot along the trail. For the bridge deck, we used donated boat dock panels from Chuck Nason, our next door neighbor on the Chain o' Lakes. We laid out and cleared out a second more rustic trail loop through the woods on the property. One section of that trail follows the old Waupaca - Green Bay Railway grade for a short distance. I studied the history of the quarry by reading old newspaper stories at the library as well other historic texts. Using this information I made interpretive signs and placed them along the trail. Maintaining the signs has been an ongoing project due to continued vandalism. It was one day when my sister Linda and I were working on the quarry trail that we first came up with the idea to try and do something with the railroad depot.

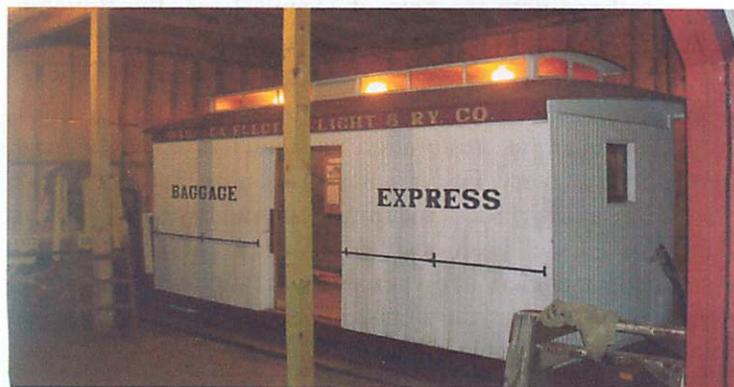
**Working on the Freight House.** The sale of the freight house to me was completed in May of 2003. The Canadian National required me to put up a six foot chain link fence on their side of the property. I made this my first priority in order to maintain a good relationship with the railroad. In order to put up the fence, I had to cut out the trees and other brush growing up through the platform as well as replace several of the 2 5/8" thick deck boards which were rotting. The next big project was repairing the roof. There were some rotten roof deck boards but considering that you could look up and see light through the roof from inside, the deck was not too bad. Reshingling the roof kept me busy in September of 2003. As I worked on the roof, I could watch the crews building the new Oak Street bridge in the street beside me.

Repairing the office came in 2004. The water leaking through the roof had ruined the much drywall. The office floor was covered with a layer of wet drywall, mixed with insulation and broken glass that had to be shoveled out. All the windows in the building had been broken and boarded up. I replaced the glass in most of them. Vandalism of the windows continued to be a problem even after I started working on the

building. I finally made heavy hardware cloth screens to deter rocks from being thrown through them. That mostly stopped that problem. Currently, I do have four windows that have pellet holes through them. The large track side loading dock door had been boarded up by the railroad at some point and a walk door installed leaving the large door in raised position on its tracks.. I opened up the doorway and repaired the garage door in order to put it back in use. I had to have new bottom panels made for the two loading dock doors on the opposite side of the building. The railroad had left lots of odds and ends in the building when they sold it. A lot of it was rusted track parts, much the it boxes of track bolts rusted into solid masses. A section crew man said they were a different type of track bolts that had not worked out. I hauled a ton of rusted iron to the recyclers. There were also several pallets and a steel dock plate. Of more interest was an old barrel ramp for unloading freight cars and an unusual type of pallet jack. These days, I mostly use the freight house for storage of depot materials, and trail construction tools, as well as occasionally use it as a workshop. Instead of going back on the grid for electrical power, I put a solar panel on the roof, and connected it to a large deep cycle battery with an inverter. With the limited amount that I use the building, I have never run out of battery power. This past summer I did some repair work on the eaves and painted most of the wood on the exterior of the building. I still have two more boarded up windows that have broken glass to get repaired some time.

**Constructing the car barn.** Ever since the Waupaca Area Model Railroaders had gotten the baggage car once belonging to the Waupaca Electric Light and railway Company we had needed a permanent place to protect and display it. The club had rescued the car from its place abandoned in the woods near White Lake in 1992. Restoration was completed just in time for the 1999 fourth of July parade which was the 100<sup>th</sup> anniversary of the trolley lines first run in 1899. With the purchase of the depot came almost an acre of land. The trolley had operated from 1899 to 1925. The end of the line was in front of the freight house just across the tracks from the depot. The original car barn was on Oak Street just a couple blocks to the south. Building the home for the baggage car on the depot grounds seemed like a perfect fit. The problem was where to place it on the sloping property with out detracting from the depot as well as retaining the parking area needed near the depot. It was decided to place the car barn on the north east corner of the property near the street. The sloping ground was used to our advantage placing the large trolley door on the lower side and a smaller garage door on the up hill side. Ken Dequaine, a retired architect, donated his time to draw up the plans. Getting city approval ended up being a large project in itself. We were required to change the zoning from agricultural to residential. Because the building was to be closer to the street than the depot we had to get a variance and lastly a conditional use permit. We decided to make it 28 x 30 feet because that was the largest size we could build it without an additional variance. After spending

a year attending meetings and all the necessary procedures we were finally able to get our building permit and begin construction. In September of 1908 Steve Frings came with his back hoe and we dug the trench for the foundation. Four foot frost walls were built of concrete block. Larry Behm helped me get started. A neighbor boy, Camaron, was a big help in carrying blocks. We had the foundation done in the fall and decided to wait until spring to put up the building. When spring of 2009 came, we got the city to do much of the back filling using sand that was covering the steps up the hill from the street. We used railroad ties for the floor on the trolley side of the building. For the rest of the floor we used paving brick from the 500 foot long platform that was long since buried along the tracks. Jim Payton and Willard Wilde were a big help in laying the brick floor. Even my wife got involved in helping dig up the pavers. Jim Payton and his son Ryan were a big help in erecting the wall and roof of the building. For the walls, we used rough cut 2x4s cut on Larry Behm's band saw. Bob Burseth of Habitat Helpers donated his crew to shingle the roof. Larry made the large door frames for the front of the building, with John Lehman helping me hang them and install the panels. Jan Schroeder was a big help in staining the walls. Finally the big day came and we moved the baggage car into its new home for the first time. In the spring of 2010, we completed the building by installing the metal fascia and soffit. A group of high school students on a community service outing dug the trench from the depot for the electrical wiring. Bauer Electric installed the service panel and connected up the wiring.



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

**Band Wagon** – Pay car or pay train from which wages were handed out to railroad employees.

**Dropper** – Switchman riding a car on a hump

**Fusee** – Red flare used for glagging purposes. Its sharp point is driven into the right-of-way and no following train pass as long as it is burning, although on some roads it is permissible to stop, extinguish the fusee, and proceed with caution in automatic block-signal limits.

# WAUPACA AREA MODEL RAILROADERS

## Schedule of Events

October 2011 through January 2012

### October 2011

6 Arpad  
13 Dennis/Lynn  
20 Gordy  
27 Vance/Ed

### November 2011

3 Ed/Gary O  
10 Mike/Mary  
17 Willard  
24 Thanksgiving

### December 2011

1 Vance/Lynn  
8 Arpad  
15 Gordy  
22 John – Ops Session  
29 Eugene – Ops Session

### January 2012

5 Roger – Ops Session  
12 Pat L – Ops Session  
19 Ed/Mike & Mary  
26 Arpad

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## SHOW SCHEDULE

### 2011

October 15-16 Layout Open House Railroad Lodge – SSSMRE, Sheboygan  
October 23 Cedar Creek Central Model RR Show & Swap Meet, Cedarburg, WI  
October 23 NEW O gauge Train Show & Swap Meet – Green Bay  
November 5 WinnebagoLand Division Annual Operating Session – Waupaca  
November 12-13 Trainfest – Milwaukee  
November 19-20 Duluth Railroad Show (Layout Displayed)  
November 25-26 Paper Valley Open House – Appleton

### 2012

January 14 & 15 Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed))  
January 28 Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI  
February 3-12 Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI  
February TBA Christmas Party - Mike/Mary  
February 18 & 19 Madison Train Show  
March 3 & 4 MSOE Model Train Show, Milwaukee, WI  
March 11 Metro Model Railroad Club Show, Cedarburg, WI  
March 17 & 18 La Crosse Train Show (layout displayed ?)  
April 14 & 15 Happy Grandparents Model Train Show, Menomonie, WI (layout displayed)  
April 13 – 15 NMRA Midwest Division Convention – Madison, WI  
April 28 & 29 Titletown Green Bay Train Show  
May TBA WLD Spring Meet - Plymouth  
May 17 - 20 CNW Historical Society Convention – Kenosha  
June 16& 17 Strawberry Fest, Waupaca, WI

### *(Dates below need to be revised from 2011 calendar)*

July 3-9 NMRA National Convention – Sacramento, CA  
July 7-10 Milwaukee Road Convention – Austin MN  
July 7-10 Iola Old Car Show  
July 16 LaCrosse Railroad Fair – Copeland Park  
August 13-14 Calumet County Fair Steam Engine Train Show  
August 13-14 Layout Open House Railroad Lodge – SSSMRE, Sheboygan  
August 18-21 Soo Line Historical Society Convention – La Crosse  
August 23-28 Clipper City Model Railroad Club Open House, Manitowoc County Fair, Manitowoc, WI  
September 10-11 Marinette Train Show ?  
September 24-25 Minoqua Train Show – (Layout Displayed?)  
October 1 NMRA WinnebagoLand Division Fall Meet – Lakeshore Lanes, Sheboygan, WI  
October 1 2<sup>nd</sup> Annual Hope Train Club Show & Sale, Wesley Center, Waupun, WI  
October 1 & 2 Marshfield Show (Layout Displayed)

## OFFICERS

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

## 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,  
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.)

**On the Roof.** Had a look at your roof lately? No, not the one on your home, the roof on your scale structures!

Since most layouts are built slightly below or close to eye level, the roof becomes one of the most visible areas on every structure. As such, it's a natural for all kinds of details. For any layout from the 1950s to the late 1990s, one of the quickest and most common details to add is a TV antenna. For a newer layout, a small satellite dish or two is a natural.

Older homes in colder areas weren't complete without chimneys and many will still have them. Newer furnaces no longer require them, but the air intakes and exhaust pipes are sometimes routed through the roof. Vents for kitchen and bathroom fans are common, along with the small stacks used to vent soil pipes. Newer homes may have some sort of attic vents to remove excess heat during warmer weather.

Depending on the time of year, your roof may require some seasonal detailing. Gutters need to be cleaned of leaves and other debris in the spring and fall. A heavy snowfall may require raking the roof to reduce the load. These would be fun scenes to model with appropriate figures and tools including a ladder.

Big city rooftops serve a variety of functions, housing machinery such as elevators and water tanks, but with a few details such as lawn chairs, a picnic table, clotheslines and more, they can become valuable living space.

And of course big or small, roofs wear out and need to be replaced. Modeling a crew of roofers removing the old and adding the new will be a great way to put life into any layout.

The Crummy – Official Newsletter of the  
Waupaca Area Model Railroaders  
3980 Elkins Road  
Amherst, Wisconsin 54406

*File*

# The Crummy

*Official Newsletter of the  
Waupaca Area Model Railroaders  
Waupaca, Wisconsin  
3980 Elkins Rd, Amherst, WI 54406  
[www.wamrltd.com](http://www.wamrltd.com)  
[wamrcrummy@yahoo.com](mailto:wamrcrummy@yahoo.com)  
(715) 824-3233*



*Read current and past issues at our website: [www.wamrltd.com](http://www.wamrltd.com)*

*Gordy Sauve, Editor*

*Winter 2011*

## *Annual Christmas Party*

This year's Christmas Party will be hosted by Mary and Mike Eiden. The date is January 29, 2012. Please mark your calendars. Ask Mary and Mike 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 Mike 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 or Pete know.

As we approach the end of another successful year of model railroading, its fond memories and accomplishments I would like to say thank you to all of those members who contributed to articles and ideas for use in the Crummy. Thank you. If you have not contributed, I encourage yo to give it a try in 2012. It is not hard, just put your ideas on paper, take a few pictures and get them to me. The next issue will be the Spring issue and will be written in early February after the Christmas party. As members complete more of their layouts it is interesting to note that in the 13 sessions during the first quarter of the 2012 nine of those sessions are operating sessions. Let's hope we don't forget to add to the scenery, details, and refinements of our layouts.

A couple of new member layouts to build wouldn't be bad either. *Gordy*

## *Contributing Members.*

- Annual Christmas Party
- Editor's Note
- Dues Notice
- The Famous Railroad Watch
- More Railroad Lingo
- Duluth Railroad Show
- Doe Line Railroad

- Scenery. Where to Start
- Railfanning on the EH&AC
- Winnebagoland Operation Session 2011
- Surprise! We're Operating
- Eastern Mediterranean Trains & Transportation
- Schedule

**2012 Dues Notice.** Club dues of \$25.00 annually are due as of January 1, 2012. 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

## *The Famous Railroad Watch* - Wikipedia

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station! Sound a bit funny? Well, for about 500 towns across the northern United States, that's where the Best watches were found.

Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all. The telegraph operator was. Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town. It was usually the shortest distance and the right-of-ways had already been secured for the rail line.

Most of the station agents were also skilled telegraph operators and that was the primary way that they communicated with the railroad. They would know when trains left the previous station and when they were due at their next station. And it was the telegraph operator who had the watches. As a matter of fact they sold more of them than almost all the stores combined for a period of about 9 years.

This was all arranged by "Richard", who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the east. It was a huge crate of pocket watches. No one ever came to claim them.

So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit.

That started it all. He ordered more watches from the watch company and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a cheap price to all the travelers. It worked! It didn't take long for the word to spread and, before long, people other than travelers came to the train station to buy watches.

Richard became so busy that he had to hire a professional watch maker to help him with the orders. That was Alvah. And the rest, as they say, is history. The business took off and soon expanded to many other lines of dry goods. Richard and Alvah left the train station and moved their company to Chicago – and it's still there. It's a little known fact that for a while in the 1880's the biggest watch retailer in the country was at the train station.

It all started with a telegraph operator named Richard Sears and his partner Alvah Robeck.

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

**Bindle Stiff or Blanket Stiff** – Hobo who totes a blanket and uses it wherever night finds him. (Bindle is a corruption of "bundle").

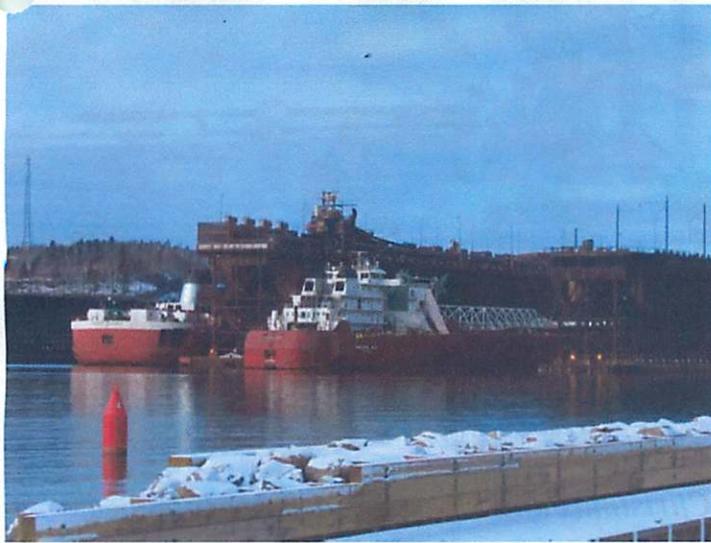
- **Heel** – Cars on end of tracks with brakes applied.
- **Mud Sucker** – A non-lifting injector.
- **Paddle Wheel** – Narrow-gauge locomotive with driving boxes outside of the wheels.
- **Puller** – Switch engine hauling cars from one yard to another at the same terminal. Also the operator of an electric truck that transfers baggage and mail around the terminal.
- **Ridin' the Rods** – An old-time hobo practice, now virtually obsolete. The hobo would place a board across truss rods under a car and ride on it. This was very dangerous even in pleasant weather, and the possibility was ever present that you might doze, get careless, become too cramped, or lose your nerve and role under the wheels.
- **Race Track** – Straight and flat stretch of track upon which an engineer can safely make unusually high speed. Also parallel stretches of track of two competing railroads upon which rival trains race one another (contrary to company rules but much to the delight of enginemen, trainmen and passengers and perhaps to the secret delight of some officials).
- **Skyrockets** – Red-hot cinders from smokestack.
- **Toepath or Towpath** – Running board of locomotive or catwalk on top of boxcars, or that part of railroad embankment lying between end of ties and shoulders of fill.
- **Wabash** – To hit cars going into adjacent tracks. Also refers to the officially frowned-upon practice of slowing up for a stop signal at a crossing with another railroad instead of stopping. The engineer would look up and down to make sure everything is safe, then start up again, having saved several minutes by not stopping entirely. Wabash may also mean a heavy fire in the locomotive firebox.
- **Weed Bender** – Railroaders' derisive term for cowboy, other such terms being hay shaker, clover picker, and plow jockey. Commonest term for cowboy is cowpuncher, which is of railroad origin. Cowboys riding stock trains prod the cattle.

## Duluth Railroad Show – Dennis & Gang

Not every model railroad show is just manning the layout for a week-end. This year the show was moved to a mall to Superior. A crew of hardy WAMR members braved the cold and took the layout to Duluth/ Superior to help the local club raise funds to outfit an RPO into a handicapped accessible car for their excursion train.

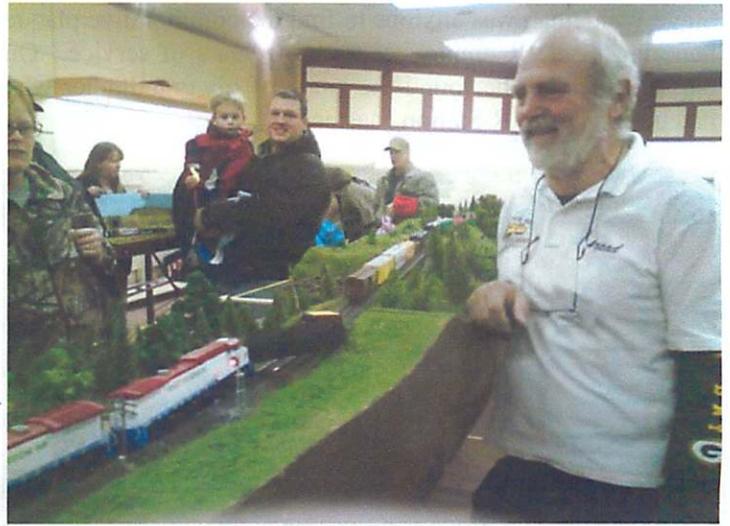


First stop outside the mall is Two Harbors. Here they are in front of the ore docks. Pete is behind the camera.



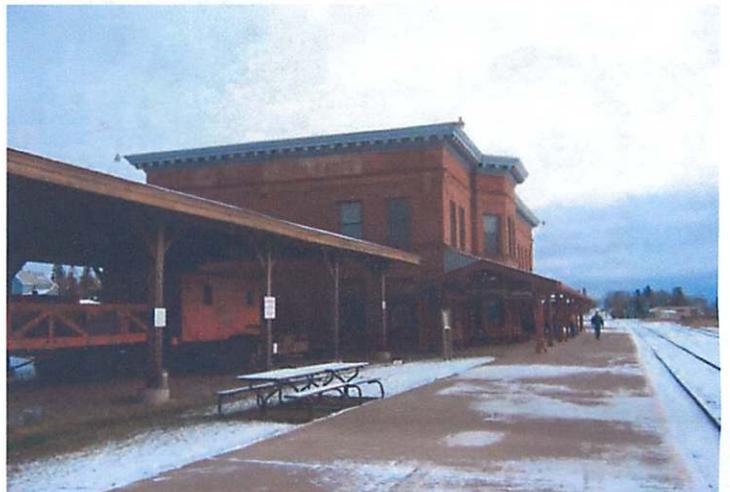
Whether you call them rules or protocol there are reasons to pay attention to them. Smiling Ed stopped his train on the mainline and sent an “N” gauge flagman to the end of the train to flag down Arpad’s Great Freedom Railroad train. But, due to his short legs didn’t get to the end of the train in time to prevent a collision.

It, then again, when the GFRR engineer (Arpad) is talking to someone and not paying attention to his train you wind up with the second element of a collision.

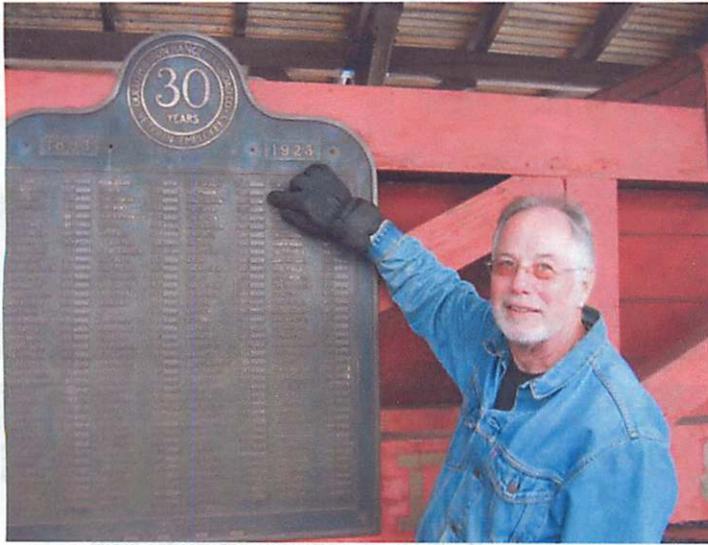


If you have never been to Carr’s Hobbies, you have to make sure you get there on your first trip to Duluth/Superior. This is the area’s premier hobby shop for model railroaders...and others. Dennis took Jim Payton there for his first visit. From what I understand one visit was not enough. Jim went back for a second helping. We still haven’t heard if he left any money on the counter.

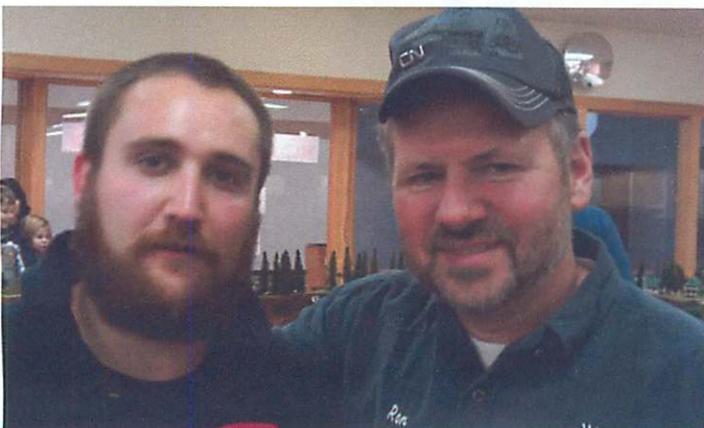
And then you return to Two Harbors and the depot.



Steve Weideman was anxious to find the commemorative plaque honoring DM&IR employees with 30 years of service. On closer inspection he found the name of his grandfather who had been a DM&IR Station Master.



His grandfather is Axel Johnson.



Ron Hartl introduced fellow Medford resident to the club. Dylan works for the DM&IR division of CN as a conductor. Dylan was able to fill in some good stories about his experiences as a conductor.

Then back to the Two Harbors to see the full size equipment. Called the Two Spot, it was totally restored and resides at the depot for all to see.



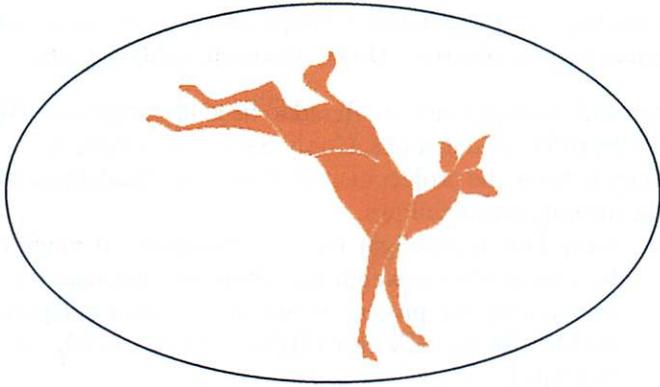
### ***Christmas and Chess – All Puns Intended.***

A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories.

After about an hour, the manager came out of the office and asked them to disperse.

“But why,” they asked, as they moved off.

“Because” he said, “I can’t stand chess-nuts boasting in an open foyer.” (NOW IS THAT GREAT, OR WHAT?)



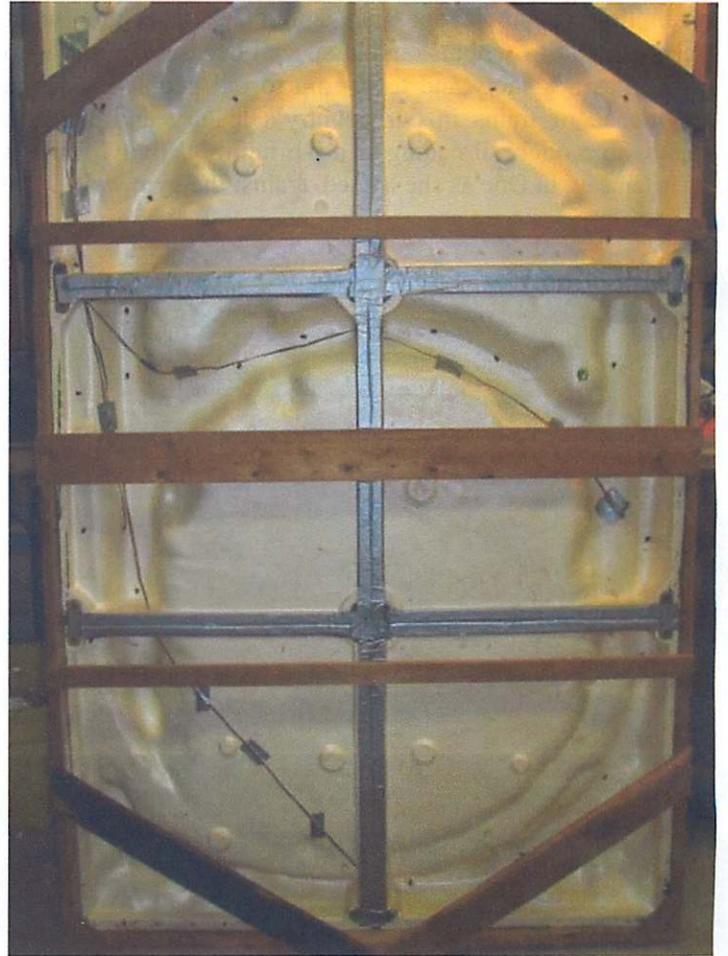
## THE DOE LINE RAILROAD

Waupaca, Wisconsin

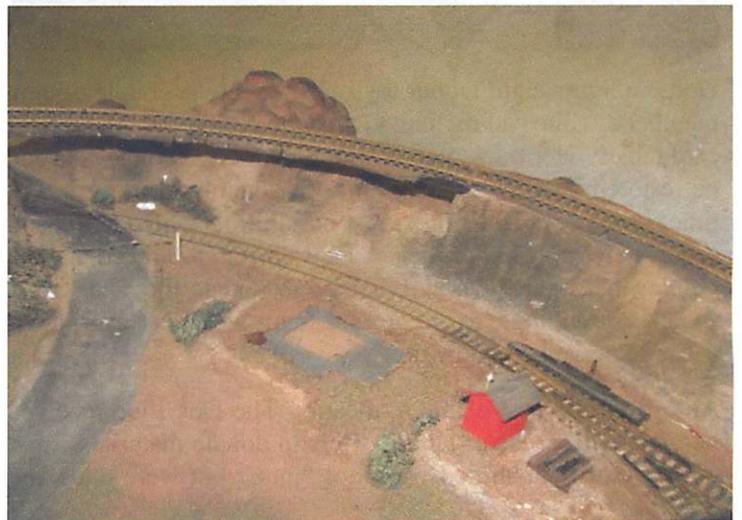
Doe stood against the gym wall like a wallflower at the prom. She had been brought to the Strawberry Fest Train Show by vendor, and former club member, Dennis Peterson who no longer found her attractive. All 4' x 6' of her leaned against the wall behind Dennis' table. She had been a beauty earlier in her life. Doe started life as a Woodland Scenics scenery



kit complete with six molded sections that included mountains and valleys.



Her previous owner had even built her a sturdy frame to protect scenery from unexpected damage. She looked like at one time she had been well loved and played with. No one really knows how old Doe is, but her brass track provides a hint. Now here she stood, worn, chipped and dusty...feeling worthless and abandoned.



But, in one club member's eyes she had possibilities. Jan Trierweiler saw Doe's possibilities. Jan traded Dennis a \$10 bill for Doe and donated her to the club. For years the Waupaca Area Model Railroaders has discussed building a small lightweight layout that could be taken to scout meetings, lent to schools, and at special occasions. It was to be used as a "show and tell" prop to tell people about the importance of trains in our country's history and acquaint them with model railroading as a fun family activity. That is what Jan saw in Doe as she leaned against the gym wall.



Doe is a lightweight layout easily handled by a couple of club members. She can recline on a banquet table, or a couple of card tables. Her track plan is simple, but interesting. She can be restored by club members in a reasonably short period of time. Members realizing Doe's possibilities voted to expend some money to give her a new life. Many members volunteered their time, and offered to donate roadbed, track, switches, buildings, trees, ground foam and most everything needed to give her a new life.

And, from the first planning meeting The Doe Line received her name. Because of all the offers to donate materials...that most members admitted were not "junk" but were odds and

ends they no longer needed and probably would not use...her name became obvious. Doe = Donated, Odds & Ends.

Jan and member Gary O offered to head up the project. With all the offers of donations, Gordy Sauve challenged Jan and Gary to bring the project in at \$100 or less. Guidelines set at the meeting are as follows:

1. Keep Doe lightweight for easy transport. It might even be a smart idea to weigh her before we start working, and then during the process so we don't defeat our purpose. REMEMBER, EVERYTHING YOU ADD, ADDS WEIGHT.
2. Keep the current track configuration.
3. Not to add the extra weight that a leg system would require, but to continue to show her using tables.
4. Gary volunteered to put together a list of materials needed to bring Doe back to show quality. See Gary's spread sheet. Part of the list includes:
  - 1) A "purse". Possibly a tool box (like Menard's has on sale so often), one on wheels and with a handle to pack and carry cars, controls, etc.

*Could a name change be in the offing and Doe be only a project name?*

Gary and Jan have discussed several options and decided a Waupaca area theme might be the most appropriate idea. The original track plan would only be modified slightly to make the operation a little more interesting. Building on the WAMR name, the railroad's name could be The Waupaca And Manawa Railway. Because of the Waupaca area's potato background, and the club's custom painted potato cars, the potato industry could be the featured industry. The potato theme would be a good platform from which to sell and display the club cars. Other plans will include a representation of the Waupaca passenger and freight depots, the infamous underpass, and several signature industries.

Several items have already been received including the use of power supplies, both DC and DCC (by Gary). See the following list of possible donations or contact Gary or Jan.

- Approximately 28' of Atlas code 100 NS track.
- 3RH #4, 2 LH #4 and 1 curved #4 Switch. Peco or Atlas.
- 36' of cork roadbed
- Great Foam spray foam for base.
- Blue foam for re-sculpturing hills
- Pink foam for filling valleys.
- Depot similar to Waupaca Soo Depot
- Potato warehouse, lumberyard type industries.
- Trees, ground foam and details (cars, people, pallets).

Already have:

- Wood Frame, cross braces & cover (Gary O)
- DCC & Controls (Gary O)
- Curved trestle bridge (Gordy rebuilding)
- Layout base (Jan)
- Latex paint to hold grass etc.

## Scenery. Where to Start – Roger Hildebrandt

For some time now...woo...back up here, maybe forever, I've been brown bagging my layout under the pretense that it looked better than open bench work. I figured brown bags would be better until I got around to scenicizing...someday.



Well, cold weather is here and the big items on the honey-do list are almost gone. No more excuses. Disregard the rubber crutch and have at it. Thoughts like where do you start...what to do first...gave way to JUST DO IT...right or wrong! Well, as of today almost 30' of brown desert like dscape is now lush forest, grasslands, fields, roads, etc. even the Waupaca Foundry landfill has scenery.



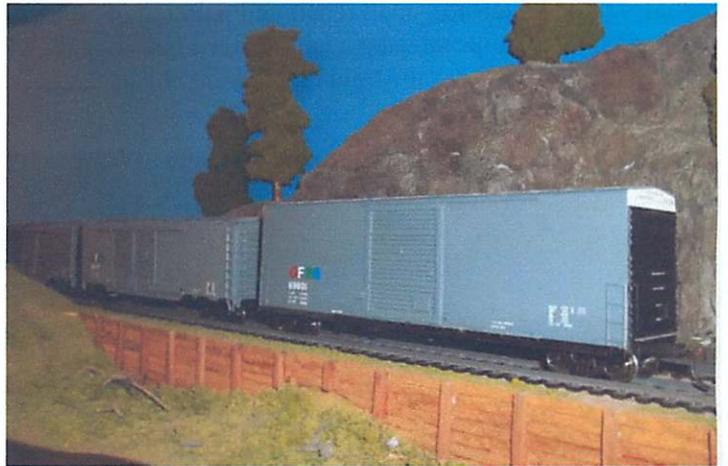
Like an old fart in a can, once the Woodland Scenics ground foam is out of the bag and glued down, there was not putting it back.

First it was, where do I start? Now it's where do I stop. Case in point. Look at Lynn Draper's city scene. Every time I go there I look at it to see what I may have missed last time I was there. There seems to be no end to the detail one can add...a tree here, a post there, a couple of dogs over there, etc. When will the layout be done? It looks like never...now.

## Rail fanning on the EH&AC – Roger Hildebrandt



After a Tuesday morning railroading session with the retired faction of the WAMR club, I thought I would stroll by the EH&AC siding at Ginneyville to see what the EH&AC & BCR were interchanging. What I found was a short string of freshly painted GFRR 50' boxcars. One was the high cube style.



Another rail fan said they came out of the EH&AC car shops at Kewanee and were headed to the GFRR via the Badger Central Railroad.



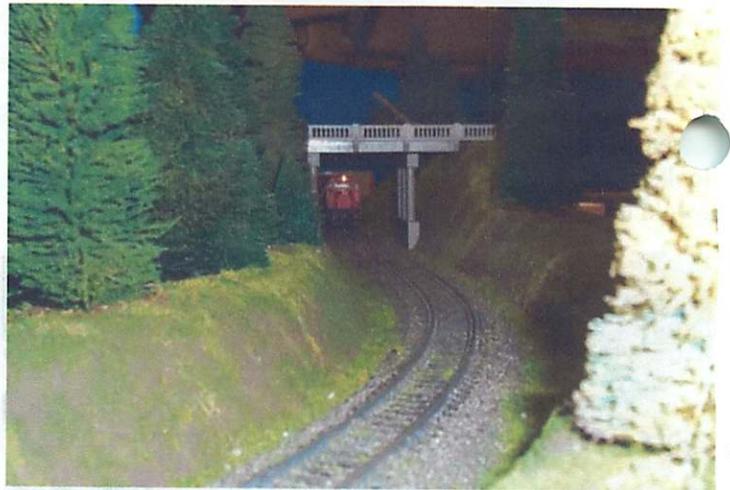
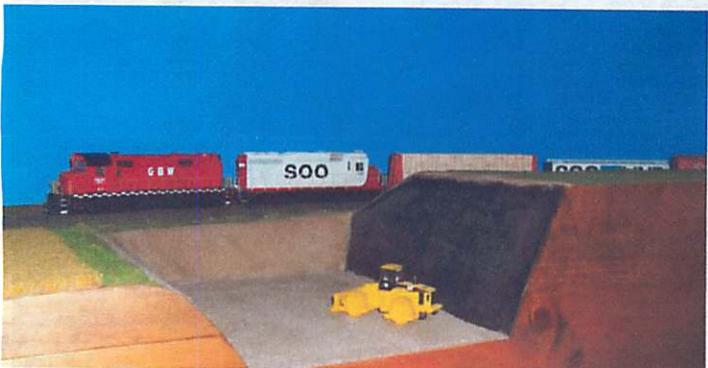
This fan also thought a string of Lind Center & Southern ore cars were on their way, but would be set out at the LC&S interchange with the Soo Line just east of Waupaca. So off I went! I caught up with them on the GB&W tracks at New London. The EH&AC/BDR has trackage rights on the GB&W from Kewanee to New London. A string of 19 LC&S ore cars were being moved by two red and white Badger Central engines.



The EH&AC car shops had last year serviced and painted a little over 200 ore cars for the GFRR. Now it looks like an order from the LC&S for small repair and painting of 50 cars will keep the car shops buzzing again. Later I got several pictures of the transfer as the train crossed the SOO/LC&S diamond at Lind Center.



I do believe the smooth sided cars that received LC&S heralds are quite eye catching.



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

**Can Your Tools Cut It?** From scratchbuilding to kit assembly to electrical work, you'll find a wide range of cutting tools available to take on specific jobs. For basic work, hobby knives and blades are available in a wide range of shapes and sizes. Ideal for working with paper, wood, plastics and many other materials, most are offered in light, medium and heavy-duty versions to handle various thicknesses of material.

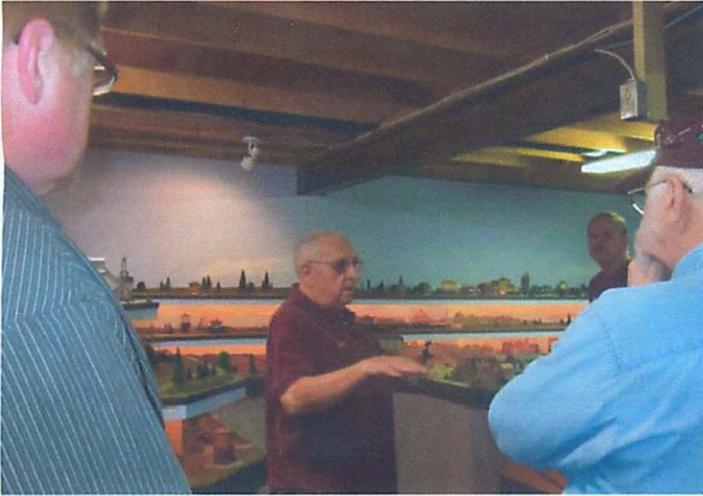
- All kinds of scissors can be adapted to model building work too. Like knives, these come in different sizes from small, such as cuticle scissors, up to heavy-duty models that can handle softer metals.
- Some jobs around the layout call for specialized cutting tools made especially for cutting electrical and music wire, rail or delicate work such as removing small plastic and photo-etched parts from sprues.
- Handsaws of all kinds are available for hobby and craftwork, designed to cut various types of wood, metal and plastic. Smaller sizes such as jeweler's saws, coping saws and "razor saws" are available specifically for model railroading - a miter box will help you make uniform cuts.
- Hand-held, powered rotary tools can speed all kinds of home, auto and hobby repairs. Interchangeable bits in various sizes can be used for routing, grinding and milling various materials. Small circular saw blades and cut-off wheels are available for cutting chores.

Always read and follow the safety instructions that come with your tools. And remember, even the best cutting tool is only as good as its blades or bits. For your safety and best results, these should be checked and replaced often.

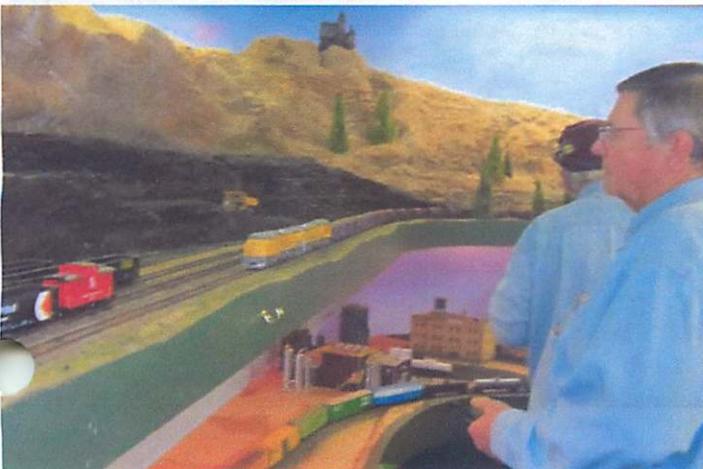
**THE MIDNIGHT RIDE OF PAUL FOR BEER  
LED TO A WARMER HEMISPHERE  
BurmaShave**

**Winnebagoland Operating Session 2011 –  
Gordy Sauve**

And a good time was had by all...in Waupaca. This year's operating session was held Saturday, November 5 and was hosted by our club. John Poris' Johnstown Roseville and Western, and Arpad Eiler's Great Freedom Railroad were the hosts layouts. Nineteen operators, split between the two layouts, got a chance to operate on both layouts by changing locations at noon.



Last minute instructions from the boss...John Poris



I know I saw that car around here somewhere. How did it disappear?



Playing cards with the car cards.





Break time discussion of downtown Chicago track plan circa 1960.



After a hard day's work on the rails, a good time was had at the Wheelhouse Restaurant.



## *Surprise! We're Operating* – Gordy Sauve

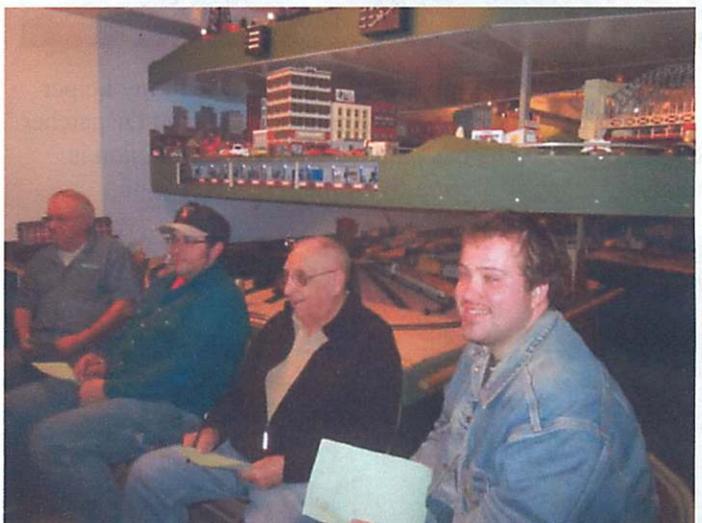
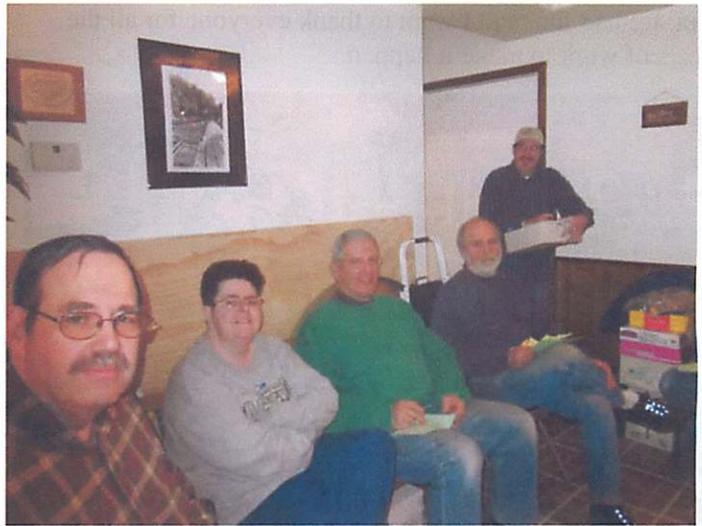
It's been 11.5 years since we turned back the sod and put down the concrete foundation that was to become the new home of the Amherst Junction Short Line. That was July 2000. Club members helped put in the electrical (Led by Dennis), the heating duct framing and build the interlocking tower (Arpad, Jan, Bob, Jan, Larry, John, Jim, Pat, Mike, Eugene) that eventually housed the layout controls. They balked at insulating and dry walling, but in retrospect I wasn't looking forward to it either. They helped hang the suspended ceiling, install the trim, and build half walls around the spiral staircase.

In the fall 2001 the Waupaca Area Model Railroader's hosted the Winnebagoland Division meet. We were open for that meet, but were forced to run four trains on track laid on the bare concrete floor. Some of the operating accessories were powered and shown off on the counter of the work area.

Serious work on the bench work followed. Bench work was made. Eugene helped weld the first, second and third level superstructure that enabled trains to complete loops (including a subway), and custom built "L" brackets that eliminated the need for front table supports. Rope lights were pulled and connected, track laid, buss wire pulled (2 miles of it) and a ton of plaster (2,000 lbs), (thanks to Lynn's help) made mountains and surrounded the 16 ring helix that Roger built to run the trains on three levels on the first floor, and then up to the second floor cities, suburbs, yards and industry. Mary built trees and preped wire for connecting the track and buss wires. Mike wired switch machines and controls. Ed connect track to buss wire, Billy built log loads and pulpwood piles, Everyone gave freely of their time and talents. Pete, assisted by Eugene built the subway. Pat Lyons got to be a pro at building control boxes that enables people to operate accessories and switches throughout the layout. Tim papered scenery, Phil ran and connected control wires. Pat Smith painted murals and helped make the operating hot air balloons fly. New members Jeff and Ryan also lent a hand.

Then after extensive and highly motivated track laying, trouble shooting, and more wiring club members were surprised at the unannounced "Shake-down Cruise" that was held on Thursday, December 15. After a year of finishing the inside of the building this was the culmination of 10.5 years of work on the layout itself. Roger dubbed it a change to see how things ran and find out what needed to be tweaked and corrected. After Roger spent two full days with me the session was ready.

Guys arriving with tool boxes were surprised to be told to put their tool boxes back in their cars. We were going to play tonight. The players were Jeff, Eugene, Roger, Billy, Jim, Mike, Mary, Dennis, Arpad, John, Phil. The following pictures tell the story.



Then, once we complete the initial "gab session" we got down to work. Naturally we found some problems, that as Roger says: "Having an operating session is how you locate and fix the problems. Runaway coal cars in the top of the helix supplied some of the excitement, and an inability to dispatch and shutdown engines after use was another. I know now what the next work session will entail.

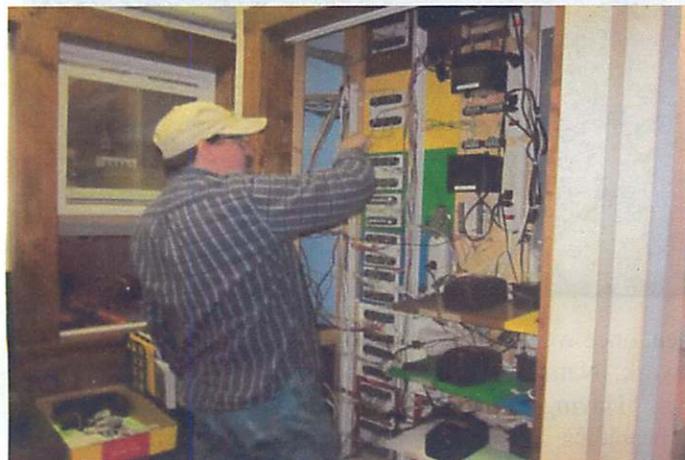
But, we had fun, and I want to thank everyone for all the years of work to make it happen.



The gray arm behind Eugene grasping his hat visor and trying to figure out what comes next is Jim Payton.



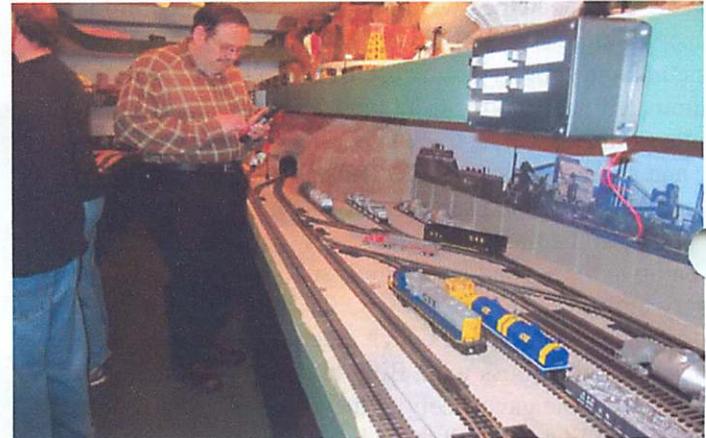
No. John is usually not that tall, he is on one of my helper stools. Jeff thinks he has everything in hand, and Dispatcher Roger knows that he has planned well and the session is humming along well for a first time run.



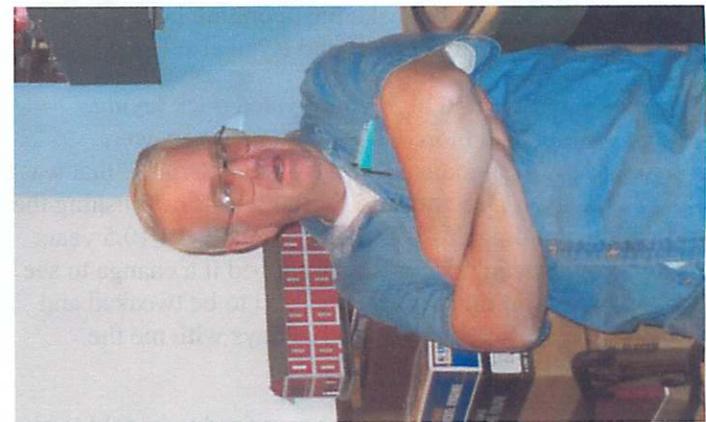
Billy acted as "Reset Operator", but thanks to the low voltage did not electrocute himself.



Phil ran the first coal train from the second floor to the bottom level of the first floor and then back to the electrical power plant on the second floor. Luckily Arpad assisted him in stopping a runaway coal train when on the 13<sup>th</sup> ring climb up the helix, a couple gave way providing an exciting moment.



Mike switched the yard at the steel mill and was surprised at the strength of Lionel's command controlled track mobile.



A satisfied president, helper, and devoted model railroader. Either Roger is tired and laying down on the job, or I ran out of space to twist the picture 90 degrees. Sorry Roger, and a great big "Thank you" for the extra effort in helping me get the inaugural AJSL operating session running.

## *Eastern Mediterranean Trains & Transportation* – Gordy Sauve

Once again Diane and I, along with our traveling friends Jean and Charlie, got another chance to see how another part of the world's people and goods travel. This year we started in Rome, Florence and Venice before we boarded the Star Princess and headed for Greece, Turkey, and Croatia.

Personal transportation is just as likely to be a motor scooter or motorcycle, or a Smart Car. Even when the stoplights are red the scooters and cycles weave between the cars patiently waiting for the light to change. It was not unusual to see a man in suit in tie, and a lady in high heels racing to work with their laptop strapped to the luggage carrier. And... you can put a lot of scooters and cycles in one car parking spaces.



And a Smart car can be parked like a motorcycle....



Drivers in Rome were completely at home with the roundabouts that are beginning to show up in our state. Subways in Rome, busses and trolleys, and streetcars were other ways to get around. High speed electric passenger service sped people between cities.

In Mykonos, Greece where the cities defenses were to build the streets as a narrow maze to discourage invaders, delivery "trucks" are 3-wheeled scooters with platforms or boxes.



But, here are some pictures of the trains & trolleys:





High speed rail between cities in Italy



And, the freight moves on....





Tourists can see Athens and other cities in a trolley trains.



In Santorini, Greece where you live on the edge of a volcanic crater, you can take the lift up to town, ride a donkey on a switch back (if you are adventurous you can walk the donkey road but you have to dodge the donkey exhaust and the

donkeys themselves will force you out of the way, or you can ride the tour bus up the switchback road.



In Athens, Greece even the police may be Packer fans! Check out the color of their cars.



**WAUPACA AREA MODEL RAILROADERS**  
**SCHEDULE OF EVENTS**  
**January 2012 through March 2012**

**January 2012**

5 Roger – OP Session  
 12 Pat – OP Session  
 19 Ed/Mike & Mary  
 26 Arpad - Operating

**February 2012**

2 – Gordy  
 9 – Lynn/Ryan  
 16 – Mike/Mary - Operating  
 23 – John – Operating

**March 2013**

1 – Ed/Vance  
**3 – Saturday - Randy**  
 8 – Roger - Operating  
 15 – Arpad – Operating  
 22 – Pat L – Operating  
 29 – Gary O/Vance

**SHOW SCHEDULE**

**2012**

<b>January 21 &amp; 22</b>	<b>Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed))</b>
January 28	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
January 29	Christmas Party - Mike/Mary
February 3-12	Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI
<b>February 18 &amp; 19</b>	<b>Madison Train Show</b>
<b>March 3 &amp; 4</b>	<b>MSOE Model Train Show, Milwaukee, WI</b>
March 11	Metro Model Railroad Club Show, Cedarburg, WI
<b>March 17 &amp; 18</b>	<b>La Crosse Train Show (layout displayed ?)</b>
<b>April 14 &amp; 15</b>	<b>Happy Grandparents Model Train Show, Menomonie, WI (layout displayed?)</b>
<b>April 13 – 15</b>	<b>NMRA Midwest Division Convention – Madison, WI</b>
<b>April 28 &amp; 29</b>	<b>Titletown Green Bay Train Show</b>
<b>May TBA</b>	<b>WLD Spring Meet - Plymouth</b>
<b>May 17 - 20</b>	<b>CNW Historical Society Convention – Kenosha</b>
June 16 & 17	Strawberry Fest, Waupaca, WI
June 28 – July 1	Milwaukee Road Convention – Moscow, ID
<b>July 12 - 15</b>	<b>Iola Old Car Show</b>
July 21	LaCrosse Railroad Fair – Copeland Park
July 29- Aug 5	NMRA National Convention – Grand Rapids, MI

*(Dates need to be updated)*

<b>August 13-14</b>	<b>Calumet County Fair Steam Engine Train Show</b>
<b>August 13-14</b>	<b>Layout Open House Railroad Lodge – SSSMRE, Sheboygan</b>
<b>August 18-21</b>	<b>Soo Line Historical Society Convention – La Crosse</b>
<b>August 23-28</b>	<b>Clipper City Model Railroad Club Open House, Manitowoc County Fair, Manitowoc, WI</b>
<b>September 10-11</b>	<b>Marinette Train Show ?</b>
September 24-25	Minoqua Train Show – (Layout Displayed?)
October 1	NMRA Winnebago Land Division Fall Meet – Lakeshore Lanes, Sheboygan, WI
October 1	2 <sup>nd</sup> Annual Hope Train Club Show & Sale, Wesley Center, Waupun, WI
October 1 & 2	Marshfield Show (Layout Displayed)
October 15-16	Layout Open House Railroad Lodge – SSSMRE, Sheboygan
October 23	Cedar Creek Central Model RR Show & Swap Meet, Cedarburg, WI
October 23	NEW O gauge Train Show & Swap Meet – Green Bay
November 5	Winnebago Land Division Annual Operating Session – Waupaca
November 12-13	Trainfest – Milwaukee
November 19-20	Duluth Railroad Show (Layout Displayed ?)
November 25-26	Paper Valley Open House – Appleton

**OFFICERS**

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

**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, Ron, Roger, Eugene  
 Website: Gordy (Chairman), Pat L, Randy, Dean