

The Crummy

Official Newsletter of the

Waupaca Area Model Railroaders

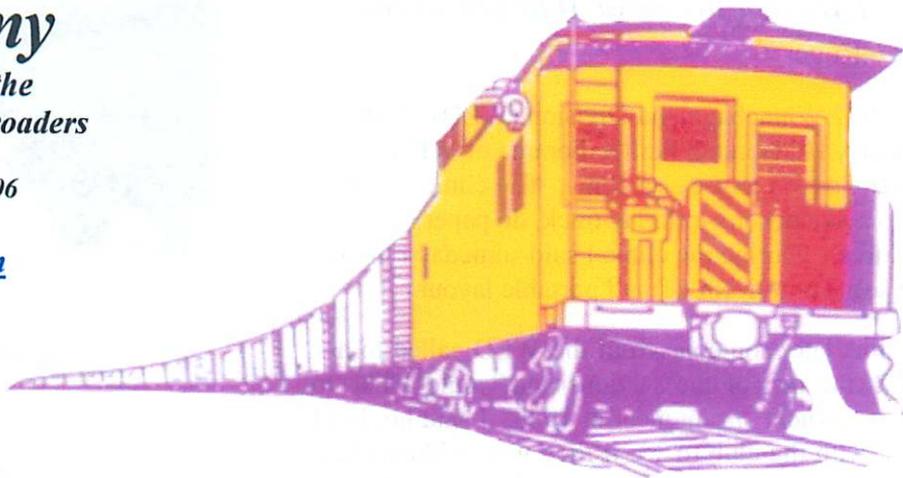
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Read current and past issues at our website: www.wamrltd.com

Gordy Sauve, Editor

Spring 2012

Strawberry Fest Train Show Update – Dennis Cook

This is the last issue before the Show so it is my last chance to update everyone through the Crummy. Last year was great, our best show, and I am looking for this year's to be even better.

We again have both gyms and the front lawn to work with. This year, Engineer Ted's train ride will be joined by the "Layout in a Hearse" on the front lawn. Engineer Ted will have more track and will be giving longer rides. Inside there will more things to interest the kids. The Lego layout will again join Conductor Carlson and his kids' switching layout, and the Thomas the Tank Engine/Chuggington Station layout. The Waupaca Depot will also be open Saturday during the show.

Spectators, potential and serious model railroaders and modelers there will be lots of layouts, vendors, the model contest and the demonstration derby. The model contest will again be in the gym and tables will be spread throughout both gyms for modelers (that includes all of us) to demonstrate their skills and techniques.

We have changed the Demo Derby name to Demonstration Derby to eliminate any confusion. Make sure you bring an entry to the model contest and a project to work on at one of the demonstration tables. 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.

Publicity is well under way. Ron Hartl has already gotten the show listed on tons of community calendars, Ryan has volunteered to list the model contest, and Gordy is getting publicity packages to newspapers, visitor's guides and TV stations. We have been distributing flyers to various shows since November and will continue to do so until the day before the show. If you can help by taking flyers to an event – show, hobby shop, or club please let me know.

I will be e-mailing you copies of the flyers as we get closer to the show. When you receive those flyers, I want you to do two things with them. **First**, print some of them, then hang them everywhere they will let you. **Secondly**, the poster will be 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 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 forget to save the e-mailed poster that were sent to you, let me know and we will make sure you get some hard copies, or send you another e-mail.

Last year's Virgie's Diner had a record year. We need to make sure that Virgie, and Roger, get enough help again this year.

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 15 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.

The View Through the Rear Window of the Crummy – Roger

For the fall 1987 WinnebagoLand Division (WLD) Meet Roger and Larry Hildebrandt built a diorama of WP's Feather River Canyon to use as a clinic. The clinic would show how to make bench work, lay track, do paper bag scenery and trees. During the clinic I said someday I might make more sections to form a small portable layout.

Several months later someone from the WLD called to ask if I had built the rest of the sections and would I like to show them at the next spring meet in 1988. I said no, but I would check with the club to see if they would like to help me try. Well, everyone wanted in and that winter we constructed a 8' x 32' portable layout two to three sections at a time in my basement TV room. It all started with everyone kicking in twenty bucks and donation of materials and time.

So on April 16, 1988 we did our first show. It was "Plywood Central", but it worked and the rest is history. Who knew it would lead to so many good times at shows all over the Midwest and three national conventions, including a trip to Denver, Colorado in 1991.



Making the first corner section. Were you there?



Back home brown paper bagging.



First Show, WinnebagoLand Division Meet, Spring 1988 at Pachelli High School, Stevens Point, Wisconsin

From its modest beginning of 8' x 32' it has grown five times to become 20' x 50'. Check with Roger to see more photos of the clubs early years

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

- ***Gone Fishing*** – Laid Off
- ***Mountain Pay*** – Overtime
- ***Number Dummy*** – Yard clerk or car clerk: also called a number grabber.
- ***Nosebag*** – Lunch carried to work. Put on the nosebag means to eat a meal.
- ***On the Advertised*** – According to schedule; right on time. Often called the cars (timecard) and sometimes on the cat hop.

WAMR Husband & Wife Awards

At this year's Christmas Party/Business Meeting both Roger and Vergie received awards for their part in making WAMR a success.

2011 Crummy Editor's Award is Roger Hildebrandt.



When Jan Trierweiler was publishing, "Chatter from the Crummy" – I don't know when it was shortened to "The Crummy, and perhaps it is my fault – he on occasion gave Editor's Awards. This is an occasion when I want to follow in his footsteps and present an Editor's Award.

This year's award winner has always been there. He is one of six charter members left, and his involvement with WAMR predates its late 1980's incorporation by quite a few years. His name and his contributions to The Crummy are recognizable to all readers. His humor and pranks are legendary. It is hard to think of a member's layout that does not carry his imprint...in some cases a small imprint, but in many quite large.

He is a willing helper, and has devoted many extra hours to anyone who asks for his help. His knowledge of how industries work, and how railroads serve them is evident when you talk to him.

The basis of our portable modular layout began as his demonstration module for a clinic at a WAMR hosted Winnebagoland Division meet in the mid 1980s. His leadership nurtured Strawberry Fest from its humble beginnings in the Waupaca Armory

Unless he is ever able to escape being president since the early 90's, or if he gives himself the President's award, he never receive it.

So not just in recognition of his contributions to the Crummy, but also to his leadership, encouragement, help and assistance, and in lieu of the President's Award that

only he can give, I want to acknowledge and award The Editor's Award to our president, Roger Hildebrandt.

Vergie Hildebrand receives the 2011 Strawberry Fest Chairman's Award.



Strawberry Fest has always been an important time for me. It is our club show and it is a show that I am very proud of.

I became show chair about 13 years ago and had to fill the shoes of Roger. That cannot be done but off I went.

I learned quickly how I could count on all of you to help in so many ways. There have been some that have stood out and others who have helped in ways you don't even know. For the past few years I have talked about who I felt was the MVP for the year at our summer meeting. Now as Show Chairman I want to honor one amongst us with the 2011 Chairman's Award and I might add Life Time Achievement Award

After 22 years of managing our show's food booth, co-hosting our semi-annual meetings and participating in and supporting WAMR activities, I want to sincerely thank Virgie Hildebrandt for her leadership, help, assistance and keeping Roger on the straight and narrow.

I want to acknowledge Virgie with The Chairman's Award for 2011 and I look forward to continuing work with her and relishing her support of the club.

Law of Mechanical Repair – After your hands become coated with grease, your nose will begin to itch and you will have to pee.

Law of Gravity – Any tool, nut, bolt, screw when dropped, will roll to the least accessible corner.

Law of Probability – The probability of being watched is directly proportional to the stupidity of your

Christmas Party/Business Meeting

This year Mary and Mike Eiden hosted the Christmas Party. As usual a great variety of food filled the tables and then member stomachs. Surprisingly, after a delicious meal and pleasant comradity no one fell asleep during the business meeting.

Mike was proud to show off all the work that has been done on their HO gauge layout in the last year. Looks like it is time to do another article



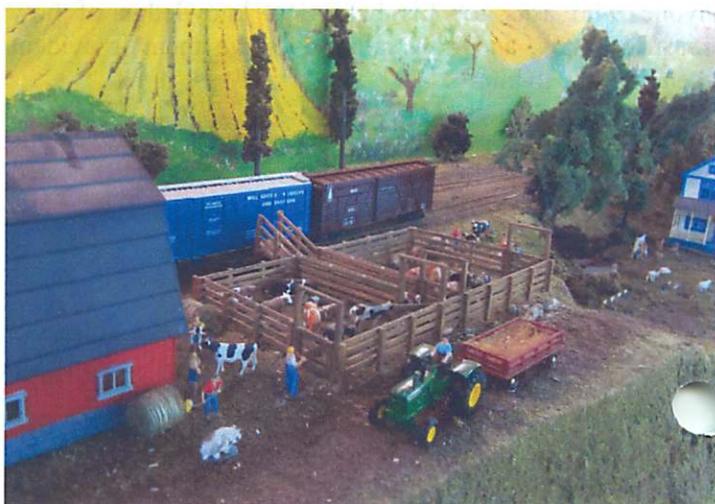
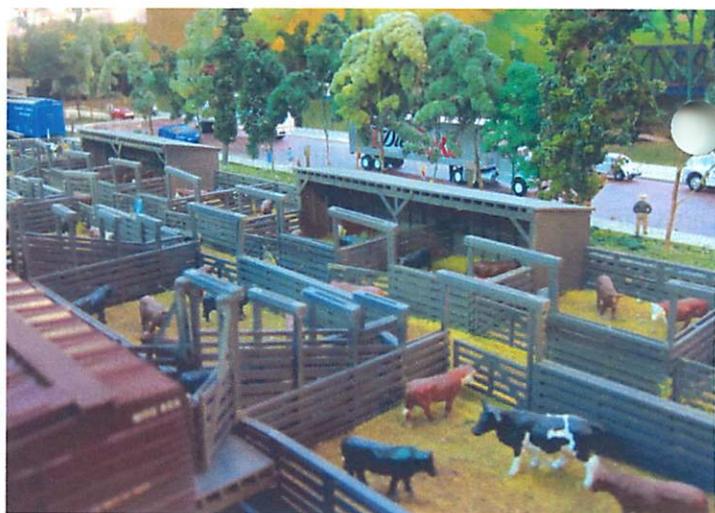
I must apologize for being lazy and not getting a picture of the ladies meeting taking place in the kitchen just through the door at the end of the room.

The meeting showed a health club welcoming four new members. Ryan agreed to take over the administration of the club website and is anxious to make some improvements.

Pete reported on the show schedule and layout skirting was discussed. It is going to be a busy spring with shows in LaCrosse, Menomonie, Green Bay, and potentially at the NMRA National Convention in Grand Rapids, Michigan.

Dennis reported that Strawberry Fest is coming along well and that we are again invited and going to participate in the Iola Car Show and that more hours are available to the club.

Phil reported on the success of the Artic Run Train Show Stevens Point. He thanked the club for their assistance and participation and presented the club a \$300 check to show their appreciation.



Happy Operating Birthday Mike – Gordy

When you throw your own birthday party you also invite your friends to the inaugural operating session for your expanded layout.

Operating on Mike's expanded layout reminded me of two things:

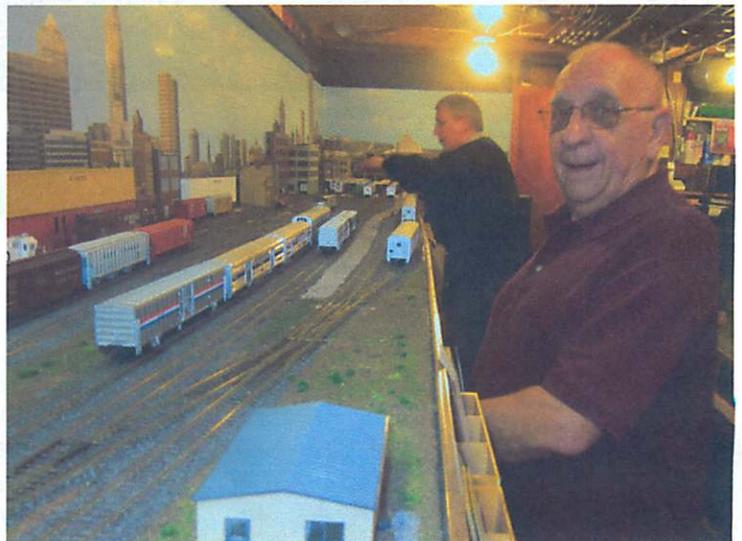
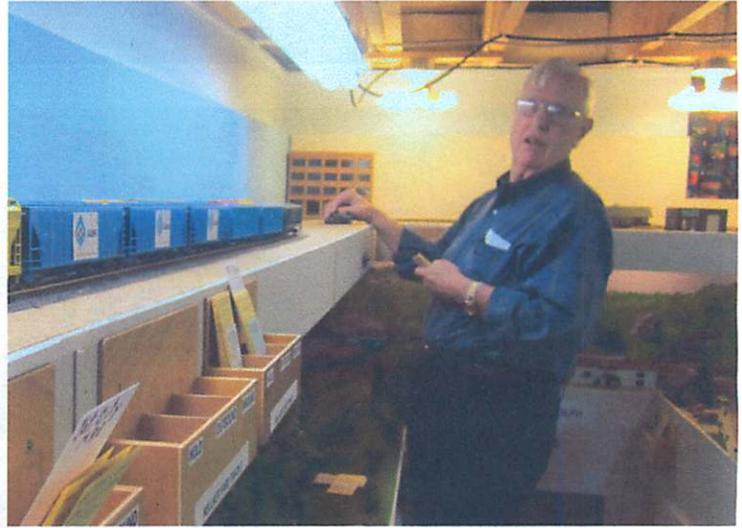
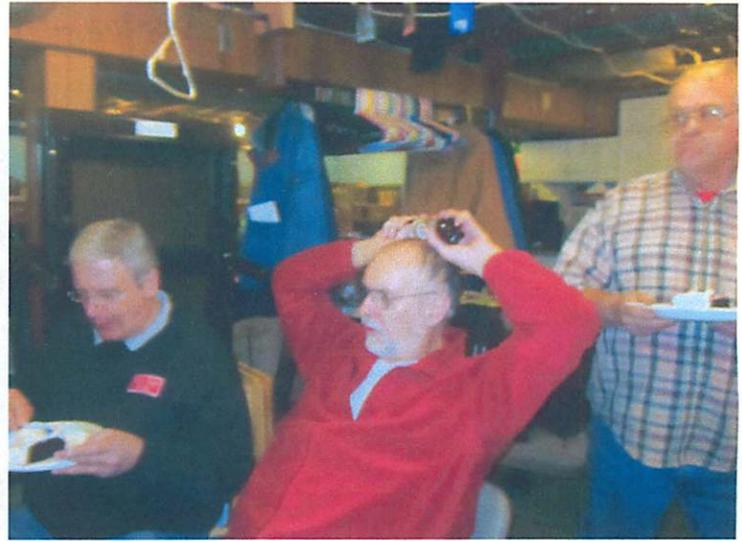
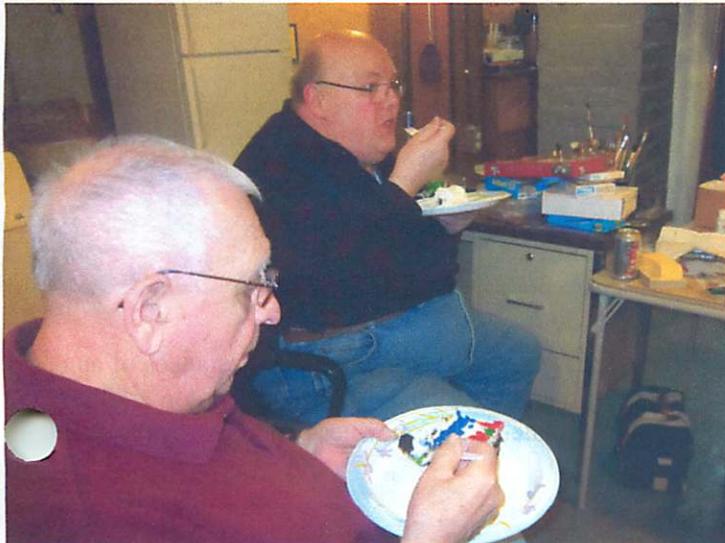
- Last month I had my inaugural operating session and found all kinds of bugs that had to be worked out and corrected. But, I guess that is the why of inaugural sessions.
- The other thing it reminded me of is my time in the Navy. When a new ship joined the fleet, or a ship came out of refitting it went on a shake down cruise.

No matter what you call it Mike and I both had our shake down cruises and now the detail work begins.

Other than supplying a birthday smile, a delicious calories laden cake and other snacks, a good time was had by all.

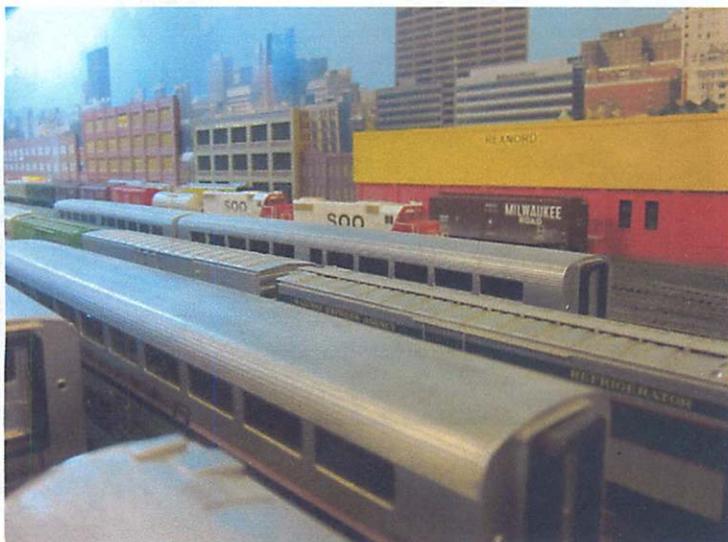
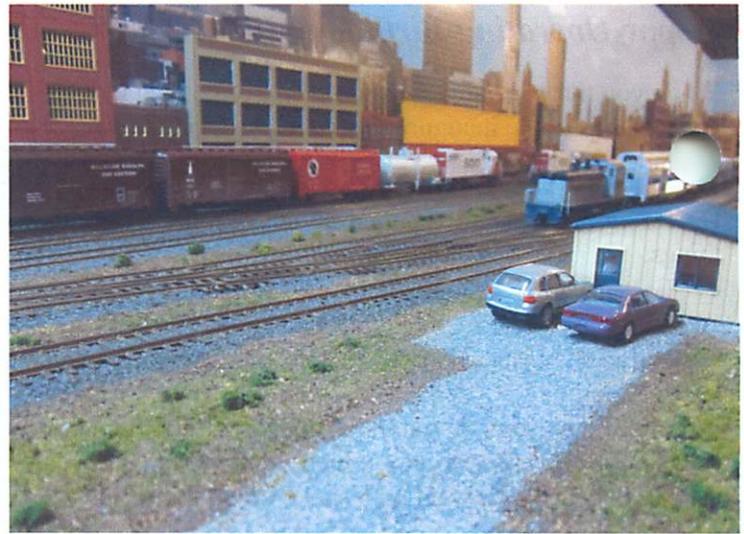
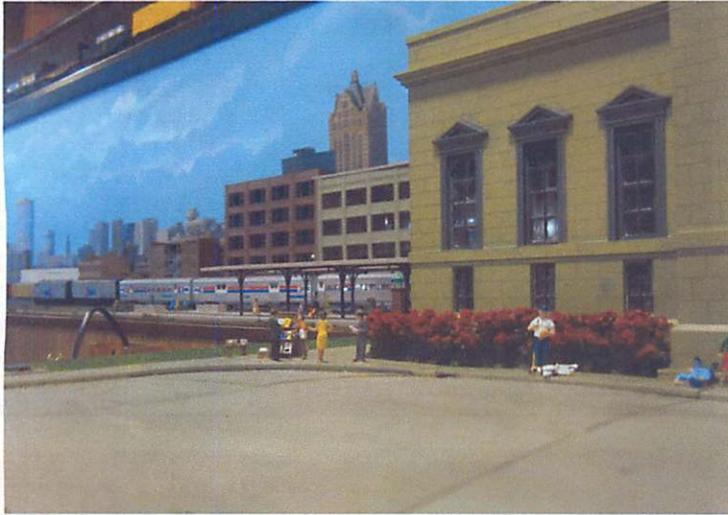


Happy Birthday Mike!



And if you didn't want to operate you could look over all the improvements, details, and scenery Mike has added over the last few years. See next page:

*Mike's Birthday Party/Operating Session –
The Layout View*



Law Logical Argument - Anything is possible if you don't know that you are talking about.

Law of Physical Surfaces - The chances of an open-faced jelly sandwich landing face down on a floor, are directly correlated to the newness and cost of the carpet rug.

Artic Run A Success – Phil

A new home with more space resulted in success. Central Wisconsin Model Railroader's Artic Run Model Railroad Show and Sale received unwelcome news from the Ramada Inn six weeks before the January show. The hotel closed its doors with one-week notice. The Artic Run had no home after three years of building a show. With the help of the Sevens Point Convention and Visitor's Bureau we were able to obtain a new home at the new Holiday Inn. The space was one big room with more space... 16,000 square feet.

And we used it all! We had more space for vendors, layouts, and visitors!



As was the Tank Engine, Chuggington Station and friends were kept busy all week-end.



The Waupaca Area Model Railroaders, are strong supporters of Artic Run.

Our show this year grew thanks to the assistance of the Waupaca Club and their getting the show listed on numerous websites and media outlets. We had people come from all over Wisconsin as well as visitors and vendors from Illinois, Minnesota and Iowa to name a few. The show featured a number of vendors who used nearly 100 tables. There was a great assortment of items, new and

used, to provide new treasures to the visitors. And since the weather cooperated the people came and the parking lots were full all day during both days. 1623 attended (not counting layout operators and vendors) and a full 20% of those attending were under the age of 11, which is the audience we really want to reach. Strange as it seems, the members of the CWMR were so busy they either forgot to take pictures or left their cameras at home. Thankfully, the couple of pictures shown here were taken by members of the Waupaca club.

There were twelve layouts on display. All were of show quality and enjoyed being invited to appear at the show. We are grateful for their generous participation.

The money that is available after expenses will be given to community non-profit organizations such as the Boys & Girls Club and the Portage County Historical Society. A gift was given to the Waupaca Club as a token of appreciation for all the help they provided to develop the publicity for the show.

Plans are being made to hold the show again during January 19 & 20, 2013. The location will again be the Sevens Point Holiday Inn Convention Center. Mark your calendar!



Has Ryan Mroczenski's wife, Crysty gotten bitten by the model railroad bug?



You can almost hear the whistle blowing.

**Don't stick your elbow out to far
It may go home in another car
- BirmaShave -**

- Ponderism -

Why Doesn't Glue Stick to the Inside of the Bottle?

**The only thing different between a rut and a grave
is the depth.**

Iola '12 - July 12th-15th. 21st Century Orphans – A Tribute to Plymouth, Oldsmobile, Mercury and Pontiac – Dennis Cook

Again, this year, we have a chance to earn money for our club. They have told us that more hours will be available to us at the same food booth where we have been working. 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 25 and July 9 & 11**. Remember...they also feed us an evening meal. Let me know when you can work.

Scholarship Fund

Again this year the club will be awarding a scholarship to a deserving Waupaca High School senior going on to further their education. If you care to make a donation to increase the amount of the scholarship please get your tax deductible donation to Arpad before May 1.

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

See What You're Missing! Holding your work closer or farther away lately? While we may not notice (or want to admit it), trouble working with the tiny details or small tools we use on our railroads may be the first sign that your vision is changing.

If you realize you're having problems, it's time for an appointment with the eye doctor. In the meantime, there's a wide range of tools made especially to help.

First up, it's important to work in a well-lighted area. All kinds of powerful lamps are available, but be careful about

lamps that generate excess heat on and around your work surface. Not only can this speed up the drying time of paint and glue with undesired results, heat can easily distort small plastic parts, especially those molded or painted in black and similar dark colors. Generations of modelers have also been using magnifiers of all kinds, from simple hand-held magnifying glasses, to flip down binocular types. If you already wear glasses, clip-on styles, such as a jeweler's loupe, may be another option for you. You can also find magnifiers with built-in or add-on lighting units to do two jobs at once. Magnifiers come in various strengths or powers, usually shown as 2x, 4x and so on, which indicates how much larger the object appears under the lens.

Magnifiers not only make it easier to see what you're doing, they can show you what you're doing wrong! As your brain sees your work differently under magnification, glue or paint smears, crooked parts and similar problems tend to jump right out at you — and are easier to fix before the model goes on the layout.

Car Shops. Freight cars are the hardest working equipment on any railroad. Every line, and many industries with large car fleets, operates a car shop to handle repairs. At yards, inspectors check cars for defects. Simple repairs are done without removing the car from the train. If a major problem is noted, and the car can be moved safely, it will be routed to the owner for repair. If the damage is serious, the car will be moved to the railroad's shop and the owner billed for work.

Car shops are specialized buildings for fast movement of cars between workstations. Sufficient clearance between tracks provides room for scaffolding or materials. Many also have a light-duty overhead crane. The shop may house several departments, handling brakes, trucks, wheels and other fittings.

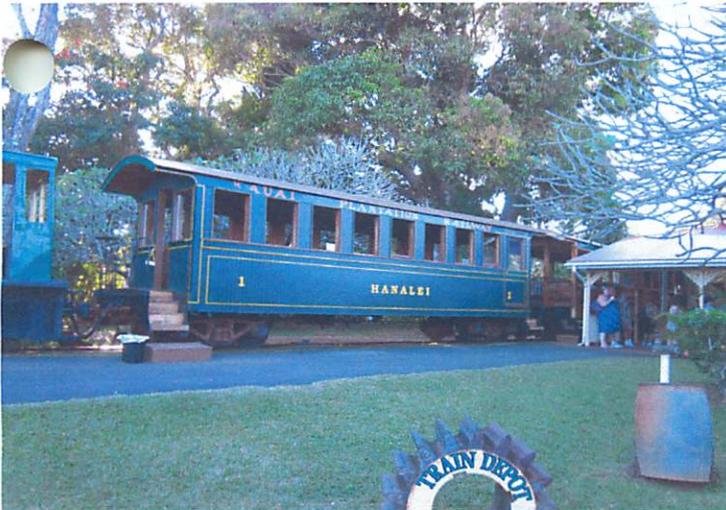
When railroads maintained passenger car fleets, the work was done in separate shops. Passenger cars required more specialized repairs of plumbing, electrical equipment, steam heating equipment, upholstery and more, which needed a cleaner environment.

The car shop is still very much a part of today's railroading, as repairs and upgrades to existing equipment are frequently cheaper than buying new cars. Through mergers, some railroads have consolidated duplicate facilities into one shop, and there are contract rebuilders who also provide similar services.

As a stand-alone industry, a detail in a major yard, or as the theme for an entire layout, railroad shops can be a fun project. A wide range of kits is available in most scales, and many big industrial buildings can also be modified or adapted for use as shop buildings.

Sugar Trains, & Now Luau Trains – Gordy

Before tourists, agriculture, particularly sugar cane, was a big industry in Hawaii. And along with farming on a massive scale came the need for trains to move crops and materials. Many of the trains were narrow gauge and were found on various plantations and to move the cane to the dock. Now some of those trains still exist as tourist trains. Such was the fate of the train on the Smith Plantation in Hawaii. Though the cane is gone, the plantation now serves as an experimental



farm testing out new crops to grow in the island's rich soil. The train still exists, but now gives visitors a tour of the farm, and serves as an attraction before luaus given twice a week.



Dinner is served.



Complete with stage show.



Good night from Kauai. I guess we will have to go back. We missed the steam railroad on another part of the island

We Took The Train to Breakfast – Gordy



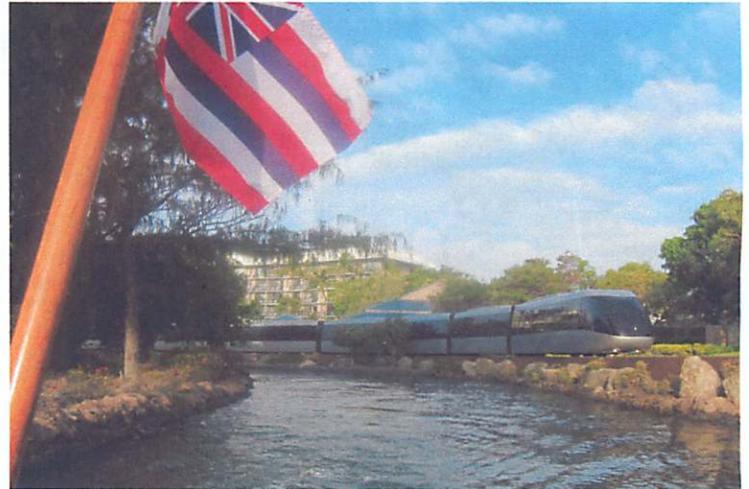
Phase two of our Hawaiian vacation was on the big island. After debarking a short flight from Kauai, we drove to the Hilton Waikoloa Village through a black night and past black lava fields. Low intensity lighting lined the road leading to the hotel that rose from the dark lava like a shining phoenix.

The “hotel” is literally a village with three hotel buildings, a conference center, shops, four-acre swim lagoon, waterfalls, three swimming pools, and a number of restaurants and bars and a golf course scattered over its 62 acres. Some people come to the Village and never leave to explore the island. We found our room in the crescent shaped building and settled down for the night.

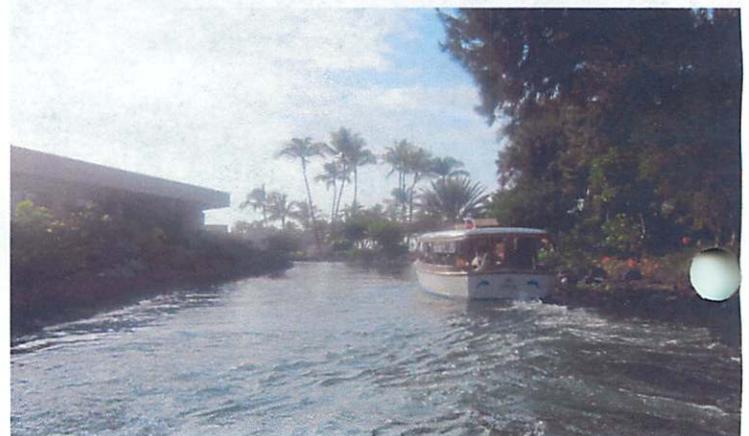
The next morning as the sun rose over a warm relaxing day hunger reared its head. But before breakfast there was an orientation meeting in the tri-circled building on the other side of the lagoon, and the restaurant, is the circular dot in the middle of the lagoon. It was a long hike, but Hilton thought of everything. You could take the boat or the train. At this time of the morning the only thing available was the train, so off we went, riding in search of the orientation meeting and learning what there was to do on the “Big Island”.



The three commuter trains used three passing sidings to minimize the waiting time between stops at various venues



And if you’ve ridden enough trains, you can always take of the fleet of boats that served the adjacent river.



Laupahoehoe Train Museum – Gordy Sauve

The July 2007 issue of the Crummy carried the story of Dave Johnson's visit to the Laupahoehoe Train Museum in Hawaii. This museum chronicles the Hawaii Consolidated Railway and the sugar train story. Diane & I had the chance to visit the museum in January. It was quite an experience. Doug Connors, the museum treasurer gave us a great tour.



This home was occupied by the station agent and now serves as the museum and visitor's center. It has been furnished as it would have been in the early 1900s.



Another building on the site houses a number of model railroads. The exterior of this building has shows murals of the only depot the line had, and (below) line itself.



The purpose of the museum is to preserve, promote and protect the historic, cultural, educational, social, civic and economic interests of the North Hilo and Hamakua districts while highlighting the history of the railroads on the island of Hawaii.

This small community-run museum's goal is to honor the colorful history of the island's railroads. A lot of the information is about the Hilo Railroad that began in 1899 and lasted until 1946 when a tsunami devastated the tracks and facilities.

They have a growing collection of photos, railroad artifacts, and memorabilia thanks to the generous donations of individuals and families having railroad connections. Volunteers, many who have spent their lives in the community are always delighted to "talk story" with visitors and man the gift shop with many locally hand crafted items.

Doug has proud to show all the restoration work they have done. When they got their engine it looked like this:



"Rusty" is their mascot engine and one of their greatest projects. It was the last engine left fairly intact on this island. He was a rusted steel hulk that had been hidden away in a construction shop for 50 years. They restored the heap of scrap into an actual running engine.



Kamehameha School's Bishop Estate donated 'the boxcar' that was used for hauling explosives. It had been stuffed up in a forgotten gulch. Both the boxcar Rusty are narrow gauge



pieces reportedly from the same sugar plantation in Haina. Separated 50+ years ago they are now together on their restored dual gauge track.

The caboose is a replica based on the type used on the Hilo Railroad/HCR mainline. Before:



After:



Did you ever see the inside of a cinder baffled smoke stack ?



"This is an original smoke stack to the island of Hawaii. It was once atop an engine running on the Kohala railroad from Mahukona to Niulii known as the Hawaiian Railway Company."

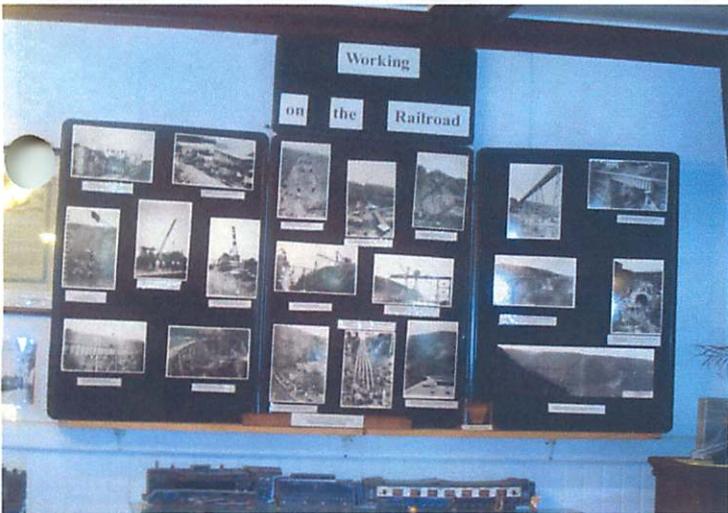
The interior of the smoke stack shows its original, very heavy, solid steel baffle. The baffle circulates the smoke and deadens any live embers that may have been released from the fire box. The baffles were necessary to prevent rail side fires. Early locomotives in Hawaii used both wood and coal to fire the engines. Eventually all engines used bunker oil for their fire power.

"All of Hawaii's railroads were narrow gauge except the Hilo Railroad/Hawaii Consolidated Railway. The narrow gauge trains performed much better on their steep and often widening terrain. The standard gauge was used in wide open spaces where there were few hills to climb or curves to maneuver.

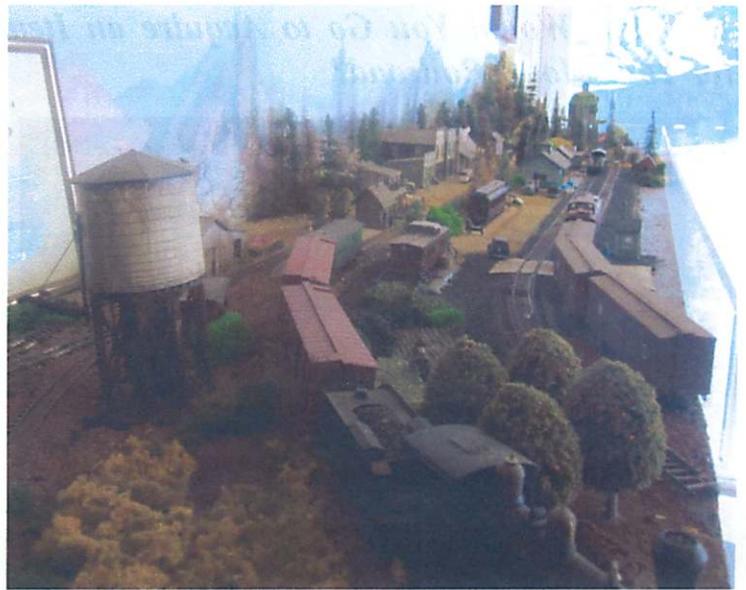
"Many plantations used narrow gauge trains to get their cut cane from the field to the mill. Many plantations used light weight portable track to lay into a field for harvest, only to be removed and replaced in another field as soon as harvest was complete. Narrow gauge was light enough for this mobility of track and train. These trains were given the name 'Sugar Trains'.

“Hawaii Islands’s two main lines carried passengers and freight to and from mills, mill towns and ports. In Kohala the main line had only twenty miles of track, but serviced five or six mills and all the towns from Mahukona to Niulii. This did also carry some cut cane from field to mill to track spurs out from certain mill sites.”

And, just a sample from inside the museum:

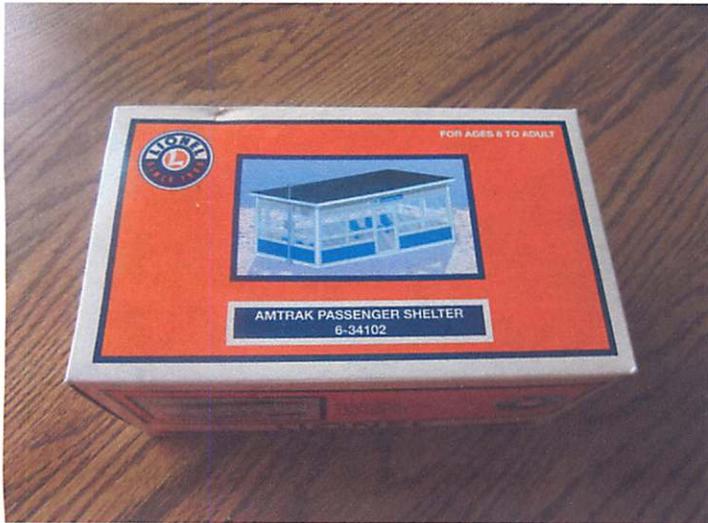


And, yes, there is model railroading:



For more information or just for the fun of it check them out on the web at www.thetrainmuseum.com. E-mail address is: laupahoehoetrainmuseum@yahoo.com

How Far Would You Go to Acquire an Item for Your Model Railroad?



This is what I wanted...really needed. Since building a suburb on the south end of my layout and connecting the suburb to the rest of the layout through an RDC commuter line. I have been searching for Lionel's Amtrak Passenger Shelter. I've called or e-mailed hobby shops throughout Wisconsin, contacted Lionel's biggest dealer, and searched the TCA's website. All to no avail.

However, Diane and I were scheduled to spend a couple of weeks in Hawaii. It might be a long shot, but there has to be a hobby shop in Hawaii. And, sure enough, we found Beachrail in Lahue, Kauai. They have two locations in Kauai. And, we found my passenger terminal. When I asked Sandy if they might have one, she found Digs. He was sure he had one and went off to dig it out. And, even helped me mail it, and some other treasures we bought, back home to the mainland. Now people who live in the "burbs" will be able to take the RDC to work at the inter-modal yard, the oil facility, the culvert and pipe yard.



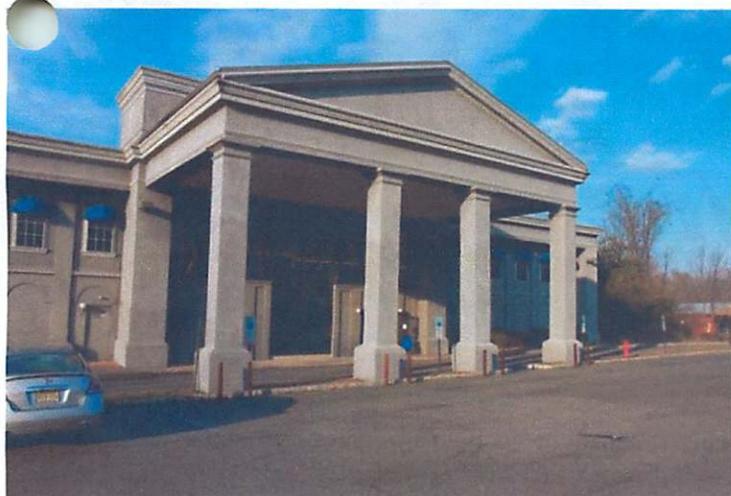
Sandy and Digs have a great little shop with plenty of trains and accessories, plus puzzles, cars, airplanes, gifts, toys and

collectibles. And out in front of the store, a operating "G" gauge layout welcomes model railroaders to their friendly store. Here are a couple of shots of this friendly and helpful find in paradise.

Check out their website at: www.beachrail.com



In Search of World's Largest Model Railroad- Called Northlandz – Gary Oudenhoven.



I have always heard about this *world's largest model railroad* and decided to take a road trip out to Northlandz and to visit a friend. I left on a Thursday, picked up another friend as a car partner in Ypsilanti (next to Ann Arbor), Michigan and drove almost 1,900 miles round trip arriving back home Monday night. Michigan is a fun drive since the speed limit is 70 mph and most people go 80. The Pennsylvania turnpike is too busy. I hated the short cloverleaf's that backed up due to trucks, but loved the tunnels and scenery. We spent the better part of Saturday, January 7th touring the layout. Northlandz is located just north of Fleming, New Jersey about an hour north of Philadelphia.

I have 441 pictures that we took *and I am telling you now, pictures do not do justice for the size of this layout.* I got to spend 20 minutes over lunch with owner Bruce Williams Zaccanino. He is a very ordinary person, but he sure has a much bigger vision than my brain could ever imagine. He did a variety of things since starting in construction. But his main passion is being a concert organist. He also composes music. For a while he and his wife Jean even produced computer games. In 1972 he was running a hobby shop and built a new house and soon had the basement filled with an HO layout. He started offering tours but needed a basement exit so added another second larger basement. He then added a third, then fourth and finally fifth basement addition. (How many does Roger Hildebrandt plan to do?). Bruce has holding open houses with small donations to give to charity until his insurance company shut it down since he would get 1,500 people per day.

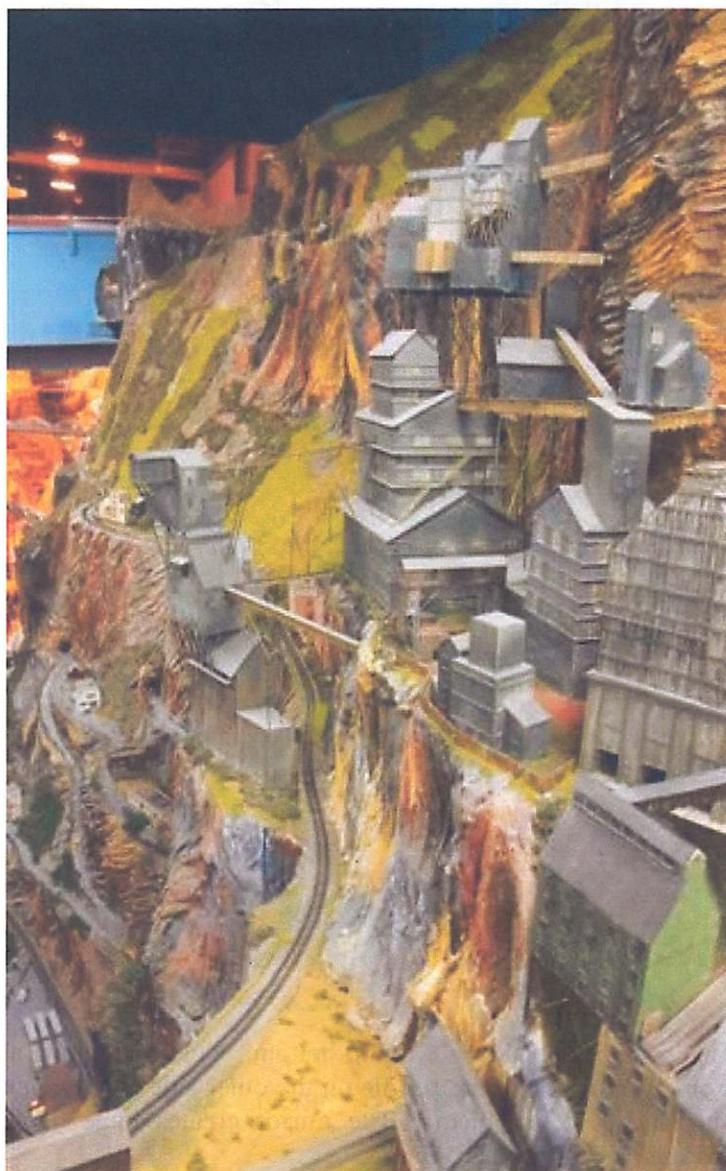
He and his wife really missed the public getting to enjoy the model railroad. In 1990, they bought 16 acres of land along I-76 way 2002. He had 21 plans over two years of designing. It took a year to complete the building including sprinklers, heating, etc. Then the layout construction started. He had some help but he did 95% of it. It was his full time job, and

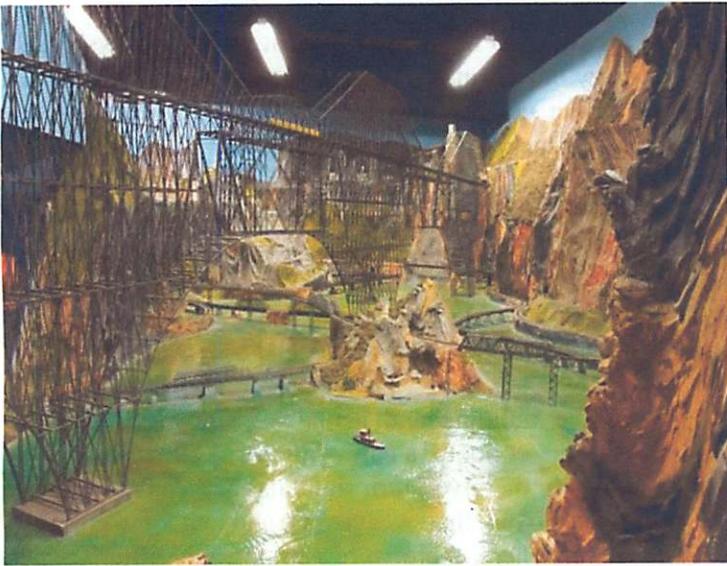
many days were 16 hours long. Most of his family thought he was crazy but he and his wife had their vision. She added her impressive doll, dollhouse and stuffed animal displays throughout on the outside walls of the walkways.

Now for the railroad stats. The layout has eight miles of Atlas flex track, over 500,000 trees, 4,000 buildings (most are scratch built and I would say most are very whimsical) and 350 bridges. The bridges were amazing and my favorite. He used over 100,000 pounds of hydrocal.

You enter the building and actually go down a level via ramps to the ticket booth, a café with counter food stop and a gift shop. From there you turn right and get ready to walk on a 6' wide walkway that weaves in and out of the layout. When we were there, there were perhaps only 40 or so cars. During Christmas Bruce said they had a two-hour waiting line.

Bruce's wife passed away about five years ago. You can tell he just loves to have folks come through and see his layout.





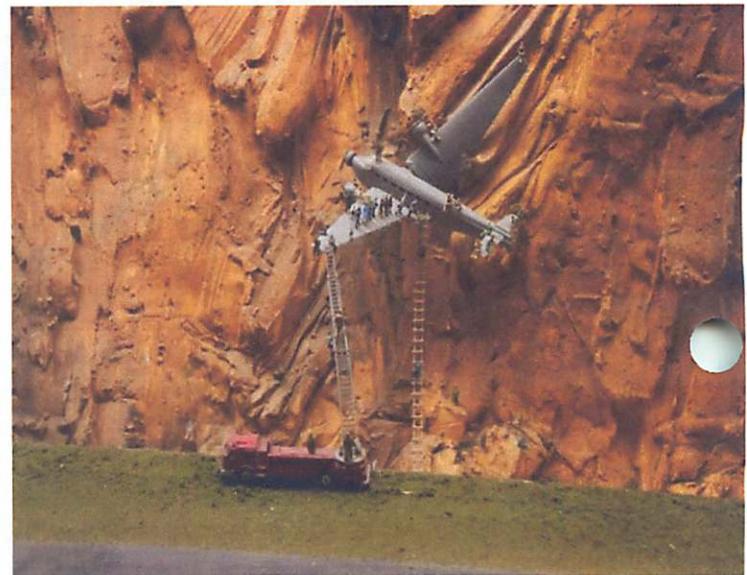
Yes! That is an HO train going across a 40' long bridge.



This is an eighteen hole miniature golf course hanging out from the rock face.



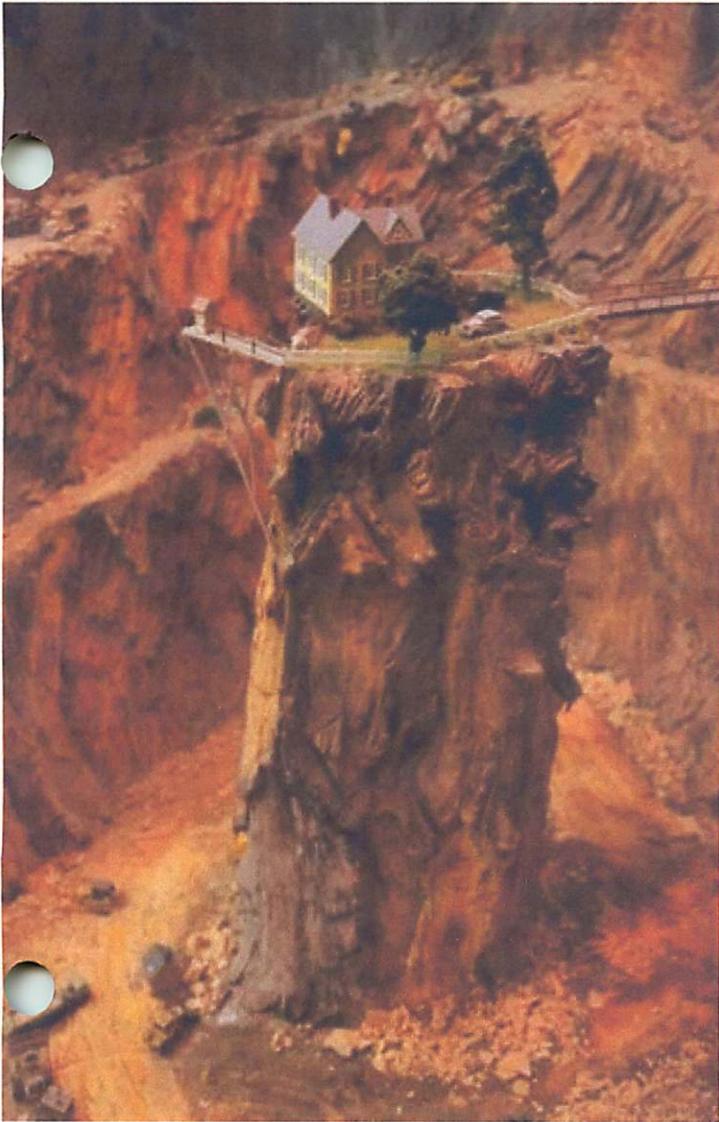
This is a 30 foot canyon...top to bottom. You are looking at a one-way mirror where people on the other side can see you but you can't see them. The mirror creates huge depth perception.



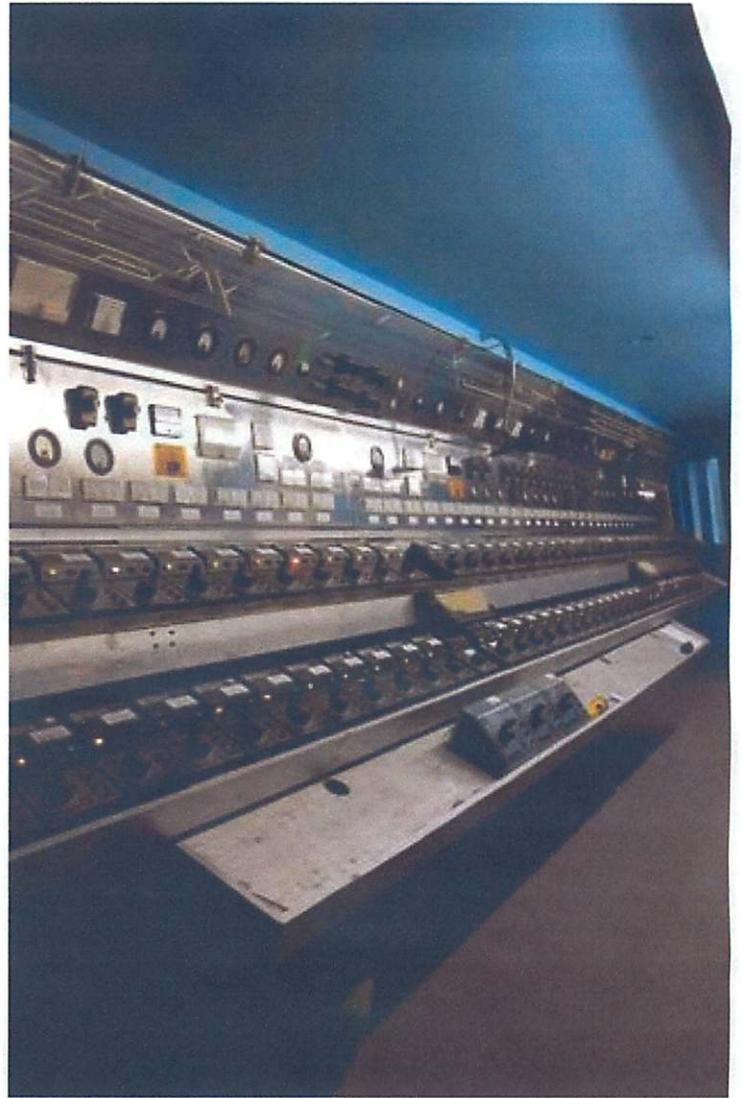
Just one of the many scenes.



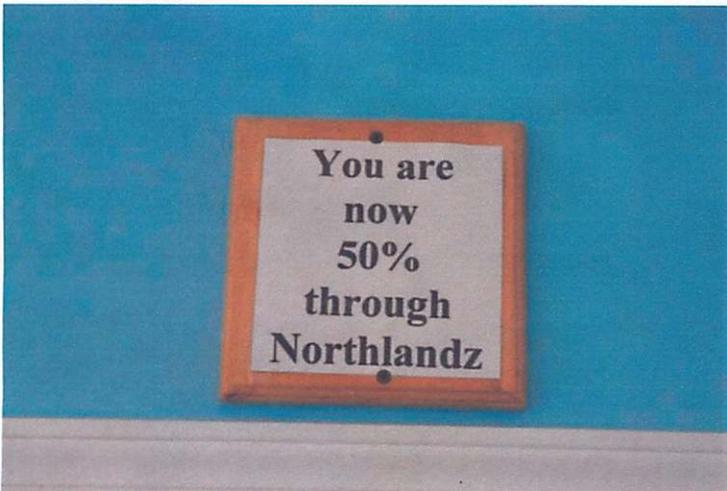
How about a handmade wooden roller coaster?



This is Grandma's Pit. She would not sell her house so they dug around her and gave her a bridge. When they cut her sewer pipe she just put an outhouse over their office below.



He had over 100 trains going at one time. Most were shorter, i.e. under ten cars. They use 100% Mantua engines and they last four to six months. At night, two folks need to do about two to three hours of maintenance to keep it all going.



They have signs that say how far through the layout you have gone. At 50% we had walked almost a half mile. We walked the entire layout twice, putting on two miles going up and down the three layers inside the building. Can you believe it?



All the trains use horn hook couplers.

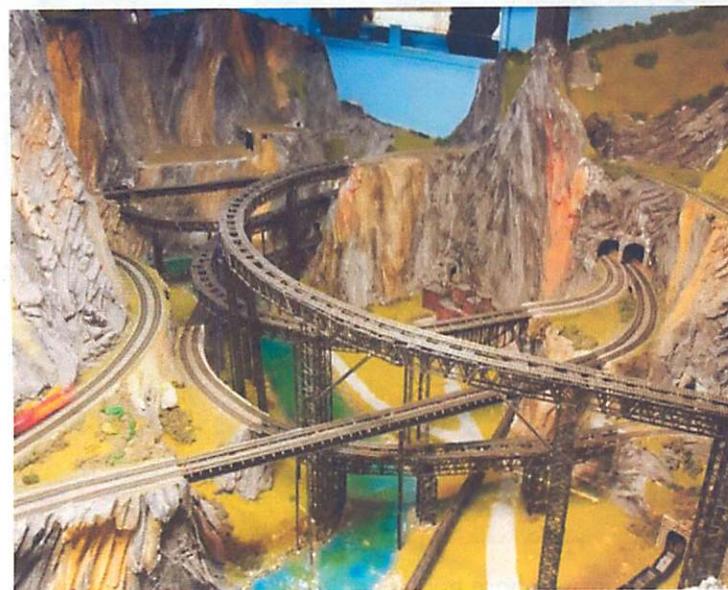
In the center of it all is a 250 seat theater.



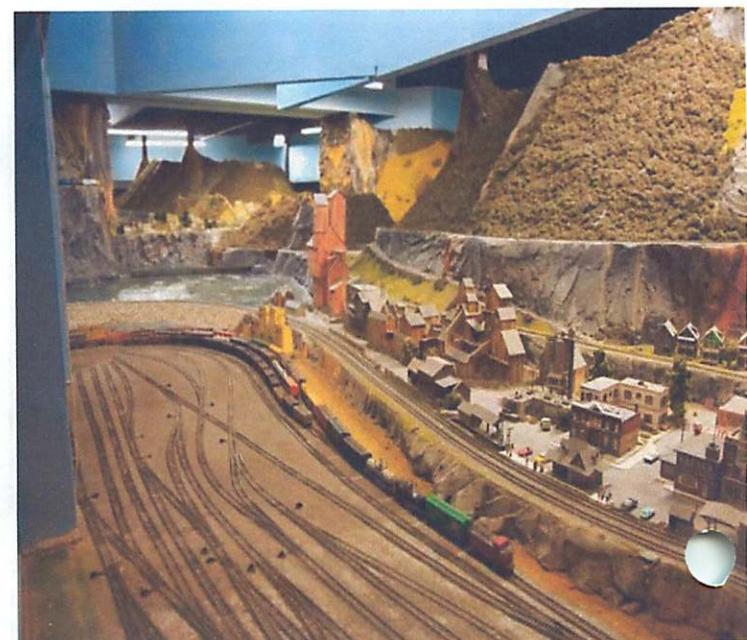
There are multiple pipe organs, pianos, and more.



And there are more bridges!!!!

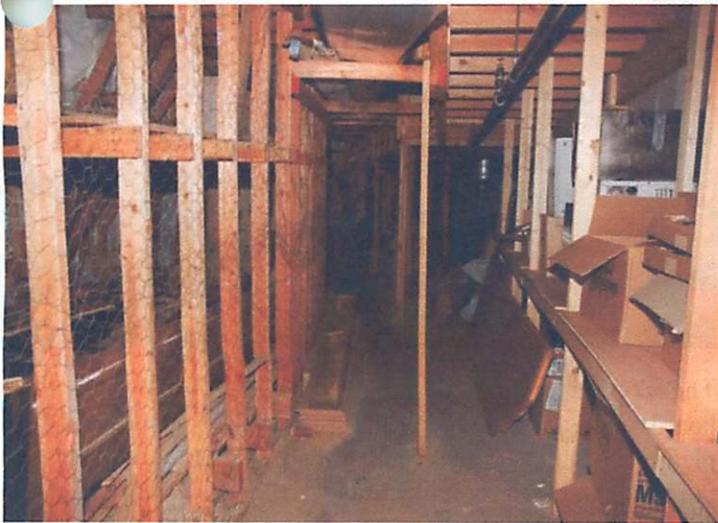


And scenes showing the Golden Spike Ceremony.



This is kind of the middle level...you can see a walkway above. It is hard to imagine building all this.

This is under the railroad. Bruce gave us a special tour. He said he had enough lumber in this project to build 42 houses. He gives new employees walkie-talkies since they will give lost.



This is one of the 100 access doors and hatches out of the layout from underneath. This actually walks out on a river at the bottom of a gorge.



Staircase to hidden door on the upper level

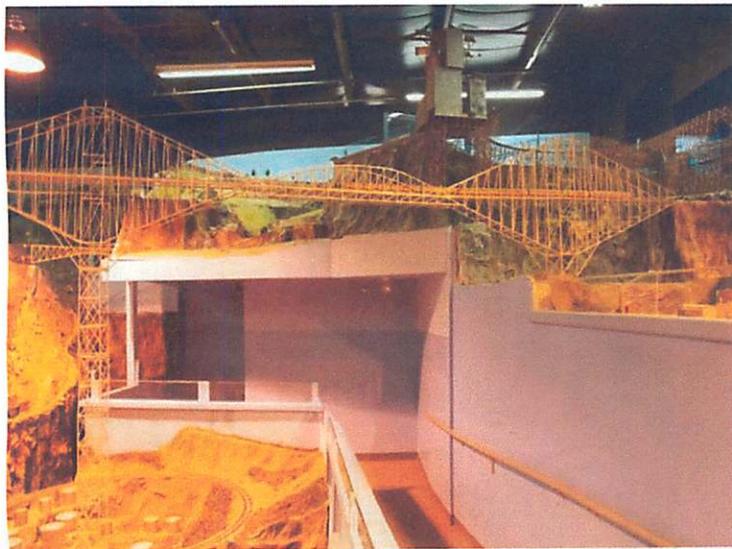
Some of the hatches were built-in. One was a cemetery that lifted out and then he could walk on the sides of the gorge.

Now for the rest of the stats. The building is 52,000 square feet. It is 11.5 times larger than Minatur Wunderland, the one in Hamburg, Germany we see on the internet. To get a perspective the building is 3.25 times larger than the space at the Holiday Inn where the CWMR club just held Artic Run.

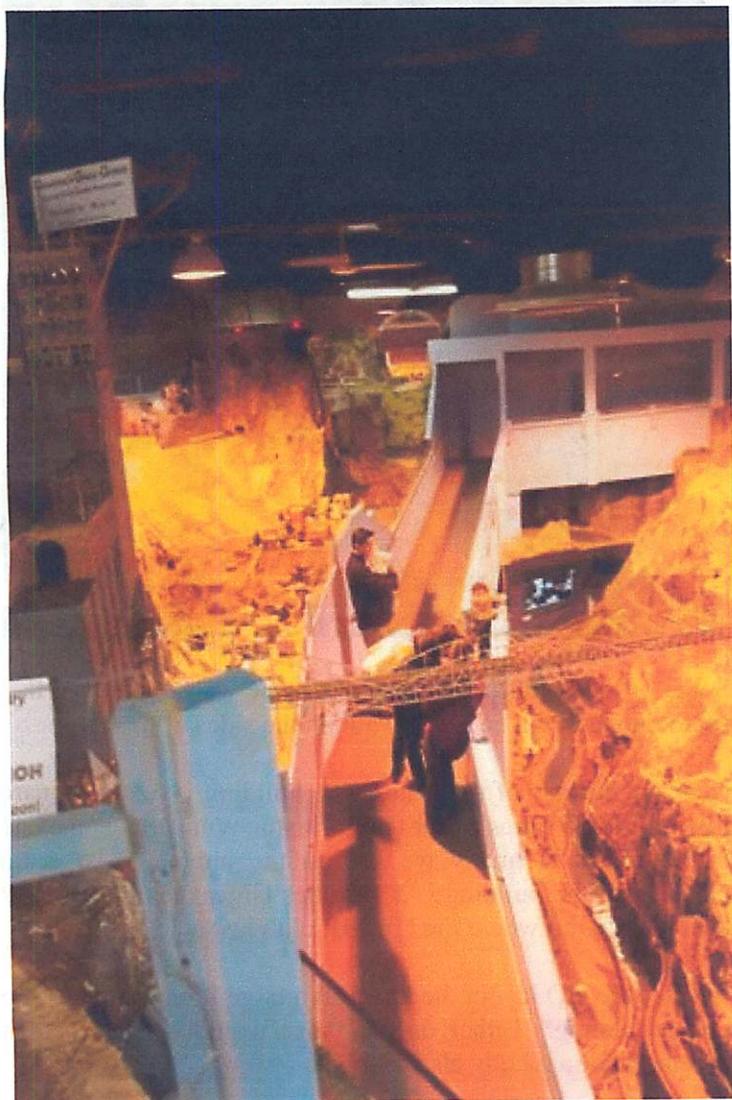
Besides the HO layout, he also had a large Lionel and G scale layout running. Either one of those would occupy $\frac{1}{4}$ of a basement for anybody else.

I did buy the DVD. It is 67 minutes long. I also picked up their 50' commemorative car. It might be a long time before I get there again.

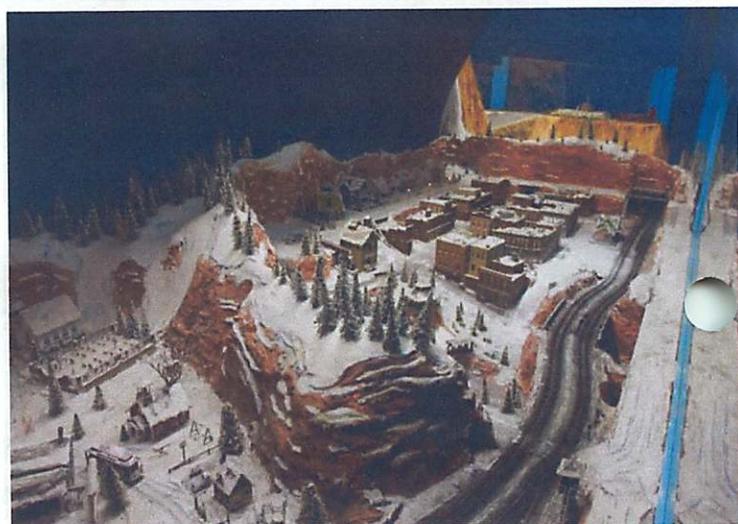
Again, this shows the walkways through the layout. You can see the middle level...and there is still a level above and behind where we are.



The skyscrapers are all scratch built out of styrene, foam board, cardstock and colored plastic for windows. This picture does not do justice. He had HO cars and busses on the street and they look like ants.



This is looking down where you can see the middle walkway and then down below that is the lowest level. It was and was just amazing.



Snow scene. Again this is HO.



He also has a train with a nice ride through the sixteen acres. In all it was an enjoyable day.

WAUPACA AREA MODEL RAILROADERS

SCHEDULE OF EVENTS

March 2012 through May 2012

March 2012

1 – Ed/Vance
3 – Staurday - Randy
8 - Arpad - Work
15 - Arpad - Operating
22 - Pat L – Operating
29 - Gary O/Vance

April 2012

5 – Ryan/Lynn
12 – Gary/Ryan
19 – Gordy
26 – Roger - Op

May 2012

3 – Ed/Vance
10 - Arpad
17 – Jeff/Willard
24 - John
31 - Mary/Mike

SHOW SCHEDULE

2012

March 3 & 4	MSOE Model Train Show, Milwaukee, WI
March 3 & 4	High Wheeler Train Show – Paletine, IL
March 8 – 11	NMRA-MWR Convention – Springfield, IL
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 5	WLD Spring Meet - Plymouth
May 17 - 20	CNW Historical Society Convention – Kenosha
June 16 & 17	Strawberry Fest, Waupaca, WI
June 28 – July 1	Milwaukee Road Convention – Moscow, ID
July 12 - 15	Iola Old Car Show
July TBA	Summer Outing & Business Meeting – Dave Johnson
July 21	La Crosse Railroad Fair – Copeland Park
July 29- Aug 5	NMRA National Convention – Grand Rapids, MI
September 13-16	Soo Line Historical Society Convention – Thief River Falls, MN

(Dates need to be updated)

August 13-14	Calumet County Fair Steam Engine Train Show
August 13-14	Layout Open House Railroad Lodge – SSSMRE, Sheboygan
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 nd 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 19-20	Duluth Railroad Show (Layout Displayed ?)
November 25-26	Paper Valley Open House – Appleton
January 21 & 22	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
January 29	Christmas Party - Mike/Mary
February 3-12	Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI
February 18 & 19	Madison Train Show

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: Ryan (Chairman), Pat L, Randy, Dean

The Crummy

*Official Newsletter of the
Waupaca Area Model Railroaders*
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Read current and past issues at our website: www.wamrltd.com

Gordy Sauve, Editor

Summer 2012

Summer Outing and Business Meeting at Dave Johnson's - August 5, 2012

After a busy Strawberry Fest and Iola Car Show here is an opportunity to enjoy a relaxed Sunday with fellow members and significant others. Dave Johnson will host this summer's semi-annual (potluck) meeting at his "Chain-of-Lakes" home. This special day will start at 11 AM with a scenic pontoon boat cruise followed by the potluck dinner, and then the semi-annual meeting.

After the meeting Dave would be happy to show you his G-gauge layout and his collection of railroad memorabilia. Dave has some unique things on his layout and in his collection. Some of his engines allow him to make station announcements, talk like the engineer and entertain passengers with music through the engine's sound system. His animated layout includes a circus, a gurgling water fountain and an alpine ski gondola ride. Check out his "G" scale GG1, don't forget the fire pail with the round bottom, and the dish collection.

The club is supplying the ham, buns, soft drinks and dinnerware. Potluck items to bring include potato or other salads, veggie or fruit "trays", pickles, and deserts.

Be sure to mark your calendar and call Captain Dave as soon as possible so Dave and his gracious pontoon boat captain hosts, have enough pontoon boats so we can cruise together. At that time also let Dave know what you will be bringing to the potluck so we don't end up with all salads and desserts.

Strawberry Fest Wrap-Up – Dennis Cook

Just like last year...What is there to say but Hurray!...and again a big thank you to everyone who contributed to the success. This year Ryan joined Ron and Gordy in getting the publicity out to newspapers, periodicals, the web, radio and TV. 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 **101** and could have sold more), and to Virgie who made sure that everything at Virginia's Diner (and Julia's Bakery) went smoothly. Thanks to Julia and Eugene for baking up those delicious cinnamon rolls and all of those who baked cupcakes and cookies. Thanks to Virgie, Steve, Arpad, Vance and Ed who made sure that hungry customers got fed.

Thanks to Eugene who again organized, administered, and officiated a successful model contest. This year was better than ever. And, to Mike Kirk who showed off the progress made on the restoration of the Soo Line Depot.

Let's not forget everyone who helped set-up and tear-down the show, everyone who demonstrated their skills during the Demonstration Derby, who set-up and tore down our WAMR layout and ran trains during the show...thank you. Thanks also to everyone who entered the model contest...make sure you do so again next year, and if you didn't, make sure you do next year.

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

Everything I Learned, I Learned at WLD Spring Meet, and Will Learn at the Fall Meet in Wausau October 13 – Gordy Sauve

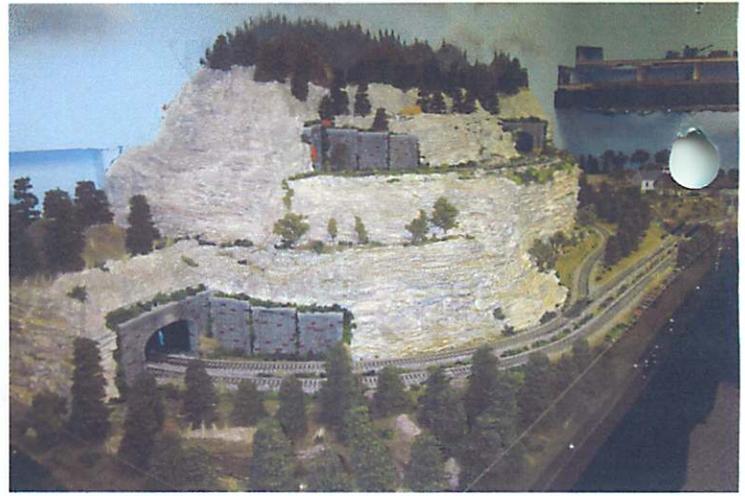
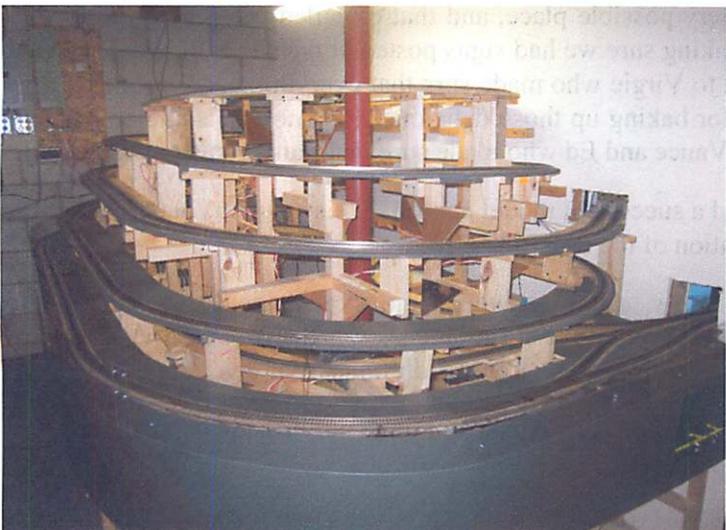
- I learned there is no excuse for not having a layout. If you have an ironing board, you have enough space.



- I learned there is such a thing as a “Spikeasoris Rex”



- I learned that there is more than one way to build a helix



- I learned that you can build highly detailed mini-scenes on a platform that can be saved and moved to another part of the layout or a new layout.
- I learned that sedum has a hollow stem and makes a good tree trunk.
- I learned that “Timothy” grass heads make good bushes.
- I learned that with patience you can scratch build buildings from sheet styrene.
- I learned that with sticks and stones you can build a retaining wall.



- I learned that with your imagination and “junk” you can make whimsical loads





- I learned that the Plymouth Club guys really know how to cook brats. Two on a bun was heavenly...and Roger and I almost went back for two more!
- I learned that I can and will learn more from other modelers and model railroaders when I attend the Winnebagoland Division Meet in Wausau, October 13th.

WAMR members, make sure you mark your calendar to attend the WLD Fall Meet on October 13.

The WLD does more to promote our hobby in our area than any other group. It can't get much closer than Wausau and as I just explained above, you can always learn something.

Waupaca Soo Line Depot Update – Mike Kirk

Community groups have been helping to move the depot restoration forward.

- 25 high school students and two teachers spent part of their day working on landscaping and doing yard work as part of their community service project.
- CAP Services Fresh Start workers were unable to continue the yard work, so they washed restroom walls and stripped paint.
- During the 2011 Strawberry Fest, Sean Lamb from Madison stopped by and did an interview with me for a pod cast. You can now listen to it at <http://riptrack.net/podcast-015>. Click on "Listen to the Episode" at the bottom of the webpage. The whole podcast is 49.21 minutes long. The Depot portion begins at 16:45 and runs to 34.45. It was strange listening to my own voice.

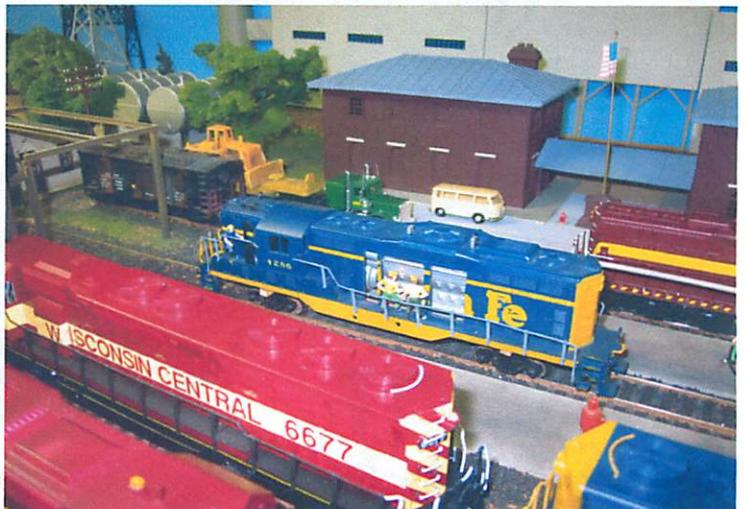
Contributors

- Summer Outing & Business Meeting – Gordy
- Strawberry Fest Wrap-up – Dennis
- Everything I Learned, I Learned at WLD Spring Meet
- Waupaca Soo Line Passenger Depot Update – Mike
- Contributors
- Willard Wilde's LC& S Continues to Rebuild
- For Lexaphiles (Lover of Words)
- Jeff Troestler's Growing "N" Scale Empire
- Ryan Mroczinski's Central Wisconsin CN Layout
- Gentle Thoughts for Today
- John Kurka's CNW Empire
- Modeling Tips (Reproduced from Walther's E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton).
- Proofreading is a Dying Art (from the Internet)
- Roger Hildebrandt's Evergreen Hills & Allen Creek Update
- Strawberry Fest Wrap-up in Pictures
- Schedule of Events

Titletown Train Show Layout Tour Pictures.

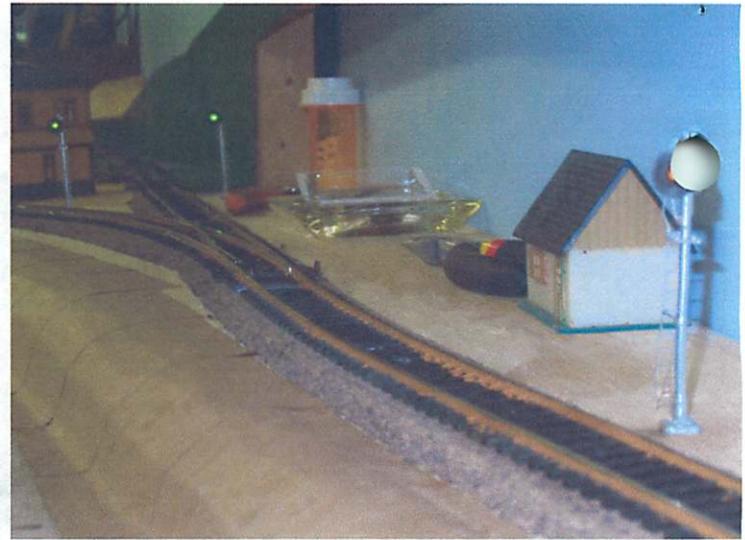
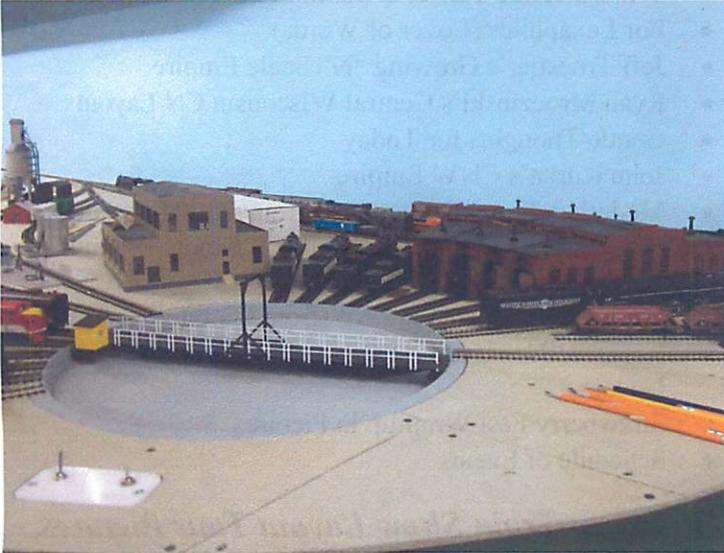


Details, Details, Details....



Willard Wilde's LC&S Continues to Rebuild

Rising like a phoenix from the ashes of the fire, Willard's new layout continues to amaze. Operating sessions on the layout are smooth, enjoyable, and fun to run on. Here are some pictures of the LC&S' progress. Stay tuned for more pictures in a future "Crummy".



Signals regulating the traffic around the open pit ore mine.



For Lexophiles (Lovers of Words)

- He had a photographic memory that was never developed.
- A calendar's days are numbered.
- A will is a dead giveaway.

Jeff Troestler's Growing "N" Scale Empire

The plan for my layout is to combine two 4'x 8' N scale layouts that I've had for some time. My first layout, on blue styrofoam, was inspired by the series Model Railroader ran a few years ago. It's the layout that Kalmbach publishing displays at shows. I know I've seen it at Milwaukee a few times.



The second layout, the one with the white styrofoam, was one that an individual in Stevens Point wanted to give away. He had worked on it for quite a few years and it was really too good of a deal to pass up. It has three separate loops, but you can go from the outside loop all the way into the inside figure eight loop.



The current plan is to shorten the original layout, the blue styrofoam one, about 30 inches and place it perpendicular to the new one. That will give a person access to the whole layout and also will allow some operating sessions.



My planned operations will probably not be too prototypical. The time period I'm hoping to model is the late 80's and early 90's. Most traffic on my layout will probably be intermodal and food processing. There will also be some passenger service. I seemed to have picked up a lot of Burlington Northern equipment, but can't give you a reason.

I'm somewhat partial to the CNW Rail System. I grew up in Fall Creek, Wisconsin, about nine miles east of Eau Claire. Fall Creek is located on the Chicago Northwestern (now Union Pacific) rail line. I remember many nights fishing at the park and watching the trains go by and was lucky enough to frequently ride past the Altoona yard. I also remember visiting the museum at North Freedom and riding the trains.

These experiences and my Grandpa Troestler, had a good deal of influence on my interest in real and model trains. My grandpa was an airline pilot for American Airlines and frequently would do international flights to London. While there on layover, he would visit the LGB factory.

I currently live in Almond with my wife Julie. We both enjoy working together on the model railroads...and gardening. We also enjoy traveling, camping and working on our house.



Ryan Mroczinski's Central Wisconsin CN Layout.

While my wife Crysty and I searched for a home to purchase late last year, I was tasked with coming up with a list of "must haves"...what the house needed if we were going to make the purchase. Like any model railroad enthusiast the basement was a huge factor in my decision.

As a matter of fact, it was the only thing on my list. Seeing as I had lived in an apartment most of my adult life anything was better than an apartment.

After our initial offer was made and accepted the realization finally set in..."I would be able to start a sizable model railroad in our new home's basement!" In the days leading up to the move-in date I tried to recall just how much space I had to work with. I decided it wasn't worth getting my hopes up by guessing and waited until we were settled in to get a definite measurement.

The Sunday after we moved in I went down in the basement and measured to see how much space I actually had to work with. To my amazement, I was able to work out a contract with my wife that gave me a 41' x 13.5' space to work with. I was a little disappointed that I wouldn't be allowed to use the other half of the basement, but that will be a future battle waged via attrition until Crysty caves in.

I bought a pad of drafting paper and sketched out the borders of the room and roughed in the bench work I would need to accommodate some of my ideas. I drafted the bench work for a double deck, point-to-point layout with a single peninsula that juts out into the room. That should accommodate most of my needs and wants...at least initially.



It was then time for construction! With the help of the WAMR crew and the blessing of my wife (who allowed me to work some evenings [*and weekends - Crysty*]), we pounded out the bench-work in a little under a month and a half.

Now I can start to arrange the track, towns, and industries. I want to model the Canadian National in present day. It will be a loosely prototypical, an alternate reality subdivision named the Crysty-Lyne (this was to promote buy-in from my wife, Crystlyn).



Having a second level means having to get there somehow, and who better to ask than "Roger the Helix Builder". Thankfully he didn't say he had retired from helix building. The helix is well underway and ready for Roger's expertise at my next work session.



My love for trains started when I was four years old. My great grandmother gave me a train set for my birthday and I was hooked.



I grew up around the area, and loved listening to the Wisconsin Central conductors and yardmasters talking on the scanner my grandfather had given me. I always envisioned modeling this area since it is such a beautiful place. The plan is to be loosely prototypical, with an emphasis on railroad operations. I feel that it is more fun to operate and sort cars, than to just run a train around on the track in circles, but to each his own. I feel that railroad operations will allow me to share my love of the hobby with others.

The plan is to center the layout on the Stevens Point yard. From there the plan is to go south to the Plover/Rapids area (servicing the fertilizer plant off Hwy54; near my home and the McCain plant). The Mainline will continue Northwest through Junction City (which would tie back into Plover on the layout), then on to Marshfield and Owen. When the railroad reaches Owen, it will split off to continue north to Superior for grain and timber service, as well as West

to service Chippewa Falls' breweries and CN's new intermodal facility. At Junction City, I plan to also go North (on the peninsula) to the Mosinee Paper Mill and Weston Power plant!

As you can see, I have a lot of ideas for my railroad, many of which couldn't have been dreamt of without the help of my fellow model railroaders in the WAMR club. I would like to thank you all for the hard work. I look forward to building my model railroad empire with all of your support!...*And Cryst's.*

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

Types of Industry. While your favorite railroad may serve all types of industries, they can usually be divided into three types:

- **Raw Materials** processing operations locate, process and ship raw materials, and include mines, quarries and logging operations. Much of their product is transported in bulk by rail.
- Manufacturing companies may focus on converting raw materials into other useful products that are used as "building blocks" by other firms, such as sawmills producing lumber or steel mills producing various types of sheet and structural steel. Others use and modify these materials into finished products, such as an auto assembly plant or appliance maker. These operations may ship and receive by both rail and truck.
- Wholesaler/retailers are the sales end of the market, receiving finished goods from manufacturing operations for resale to distributors and retail stores. Typically they operate large warehouses and offices, and ship by truck to a regional market.

Large layouts may be able to include all parts of the process, but you can easily model just one area of operations and let your railroad simulate the movement of products to and from the facility.

Gentle Thoughts for Today

- If you can smile when things go wrong, you have someone in mind to blame.
- Did you ever notice: When you put the two words 'The' and 'IRS' together they spell 'Theirs...'
- The easiest way to find something lost around the house is to buy a replacement.

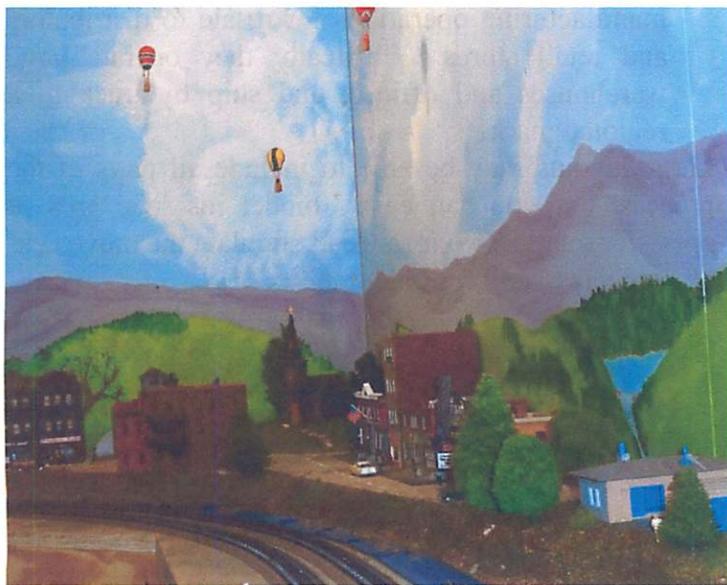
John Kurka's CNW Empire

My layout, currently under construction, is a free-lance CNW layout modeled in the 1960s. It is an HO layout, basically a "folded dog bone" shelf design that runs around the perimeter of my 3000 sq ft basement. I live just west Neenah about a 1/4 mile from fellow club member Pat Smith.



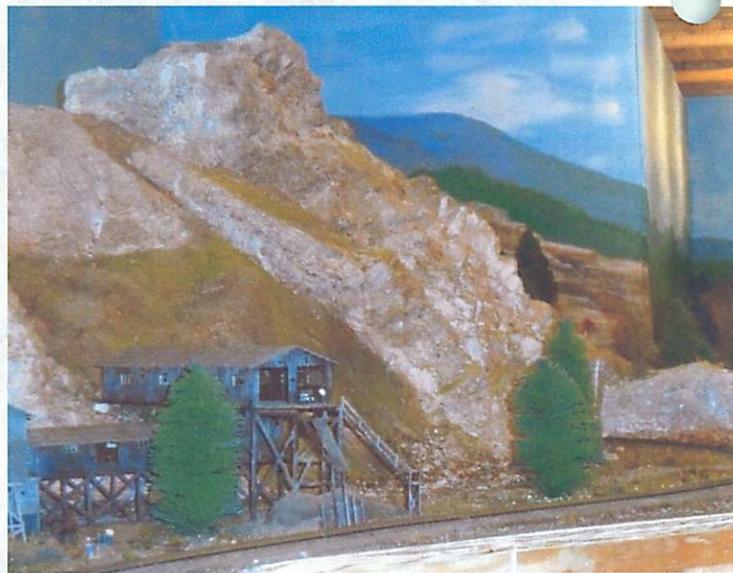
The main line, not counting pass sidings, is 525 feet. At this point, the main line track has been laid, and the wiring is underway.

This is my 4th unfinished layout in 50+ years, the first started by my dad when I was in grade school. This latest layout will have a large freight switchyard and a small passenger coach yard. Industries with sidings will be scattered about the entire main line.

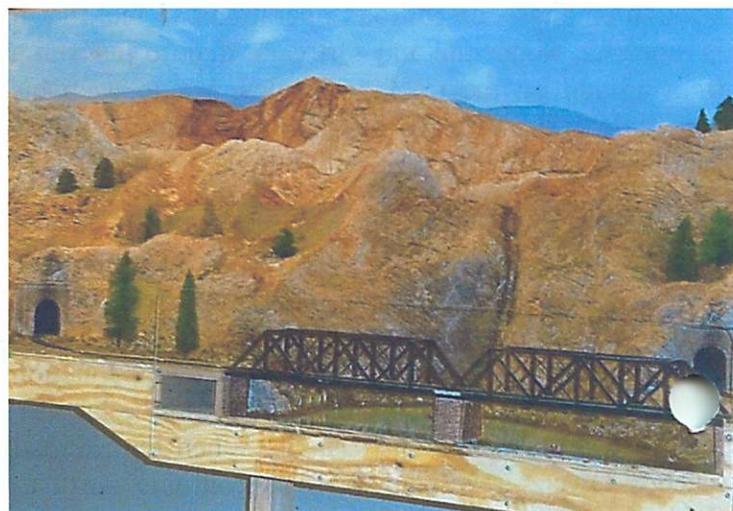
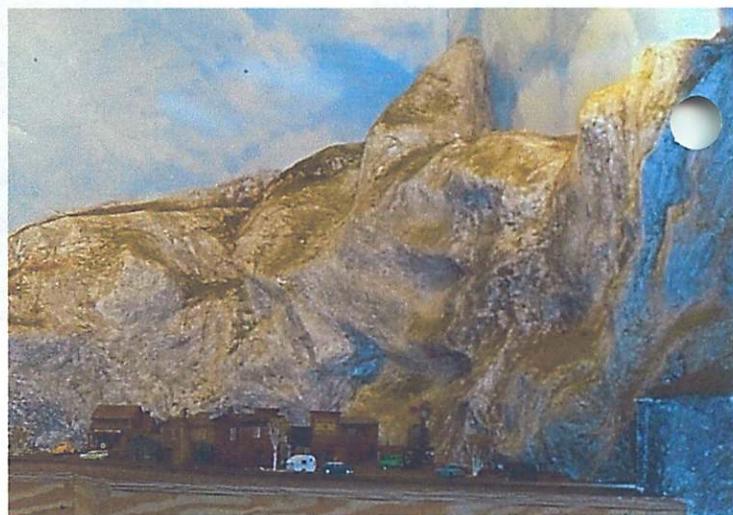


Operation is planned to have automatic block control, so that all trains will "regulate" themselves and slow, then stop if approaching another train. In this way, a sole operator

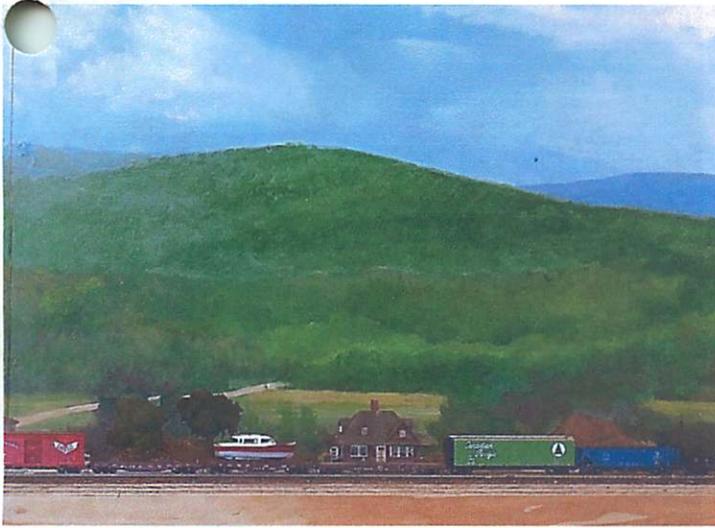
can turn his attention to switching in the yard, and the trains on the main line will not need attention unless desired. The circuitry is home designed and built, and will include 3-aspect signaling.



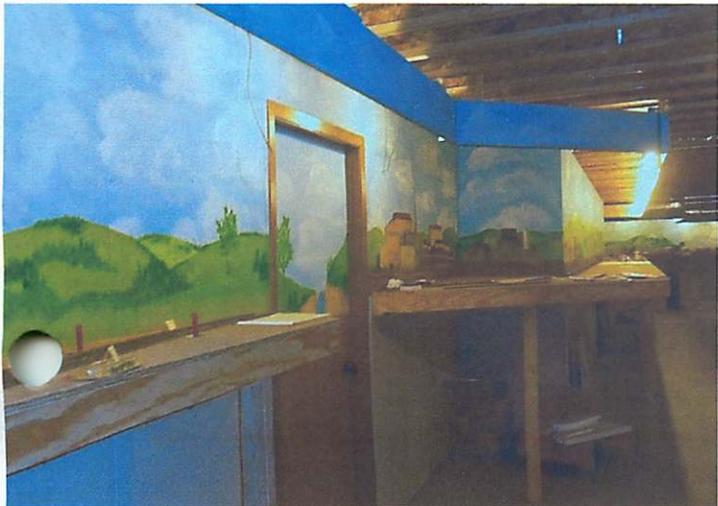
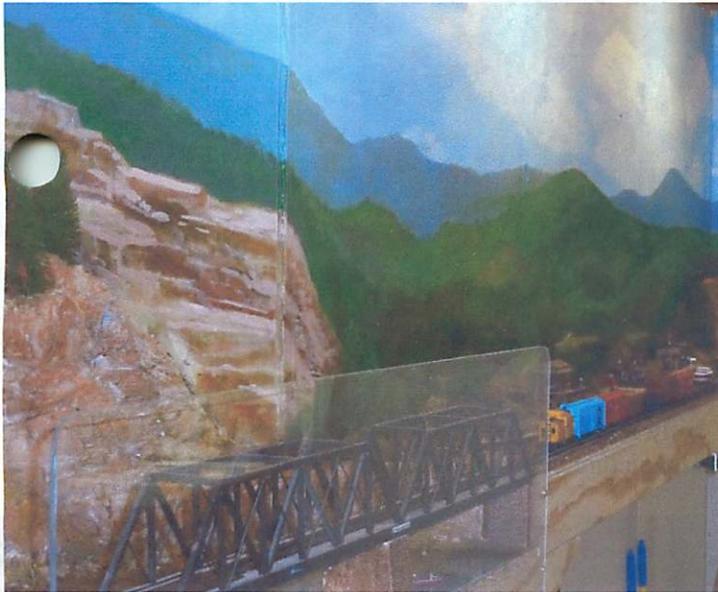
The mountain/hills scenery was done by talented club member Lynn Draper.



The background scenes, next to the large mountain with a train in the foreground, was done by artist Todd Oppermann.



My wife and her sisters did most of the rest of the background paintings. My wife painted the sky background around the entire basement alone!



Lighting the layout are CFL bulbs behind a valance. The front edge of shelf construction will be faced with 1/8" Masonite hardboard to hide the plywood. A black curtain (4' weed barrier material) will be hung around the entire perimeter below the shelf construction to hide the legs and provide for hidden storage.

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

Ballasting Track. Once you're satisfied with how your track performs, you're ready to take it to the next level of realism with ballast. While it's a scenic detail for our models, in the real world ballast helps support the weight of passing trains, improves drainage and cuts down on the growth of weeds.

For **model railroads**, ballast comes in several sizes for use with specific scales. Many modelers find using a smaller size (N with HO for example) looks more realistic, so you may want to experiment before settling on one size. Like the prototype, model ballast comes in a variety of colors, to simulate various types of stone.

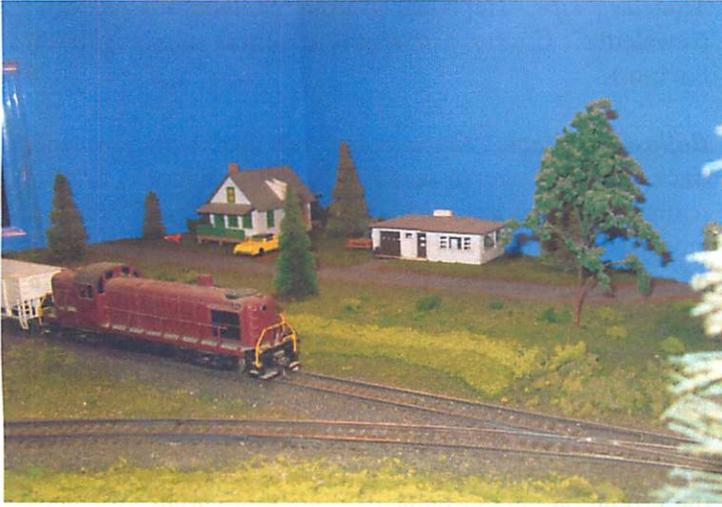
- Work on a small section of your layout at a time. Start by sprinkling ballast between the ties; use a small brush to remove stray pieces from the ties and rails, then sprinkle ballast alongside the track. Work carefully around turnouts, keeping ballast out of the points and mechanism.
- With the ballast in place and shaped, you're ready to glue it down. Dilute some white glue or matte medium (available at many [hobby shops](#) and art stores) by mixing one part glue, four parts water and one part isopropyl alcohol (or use a few drops of dish detergent instead of alcohol).
- Start at the center of the track and slowly soak the ballast using a small eyedropper or pipette. Make any adjustments, and let dry overnight. Check for ballast on rails or ties and remove before running trains.

Proofreading is a Dying Art (from the internet). Great headlines!

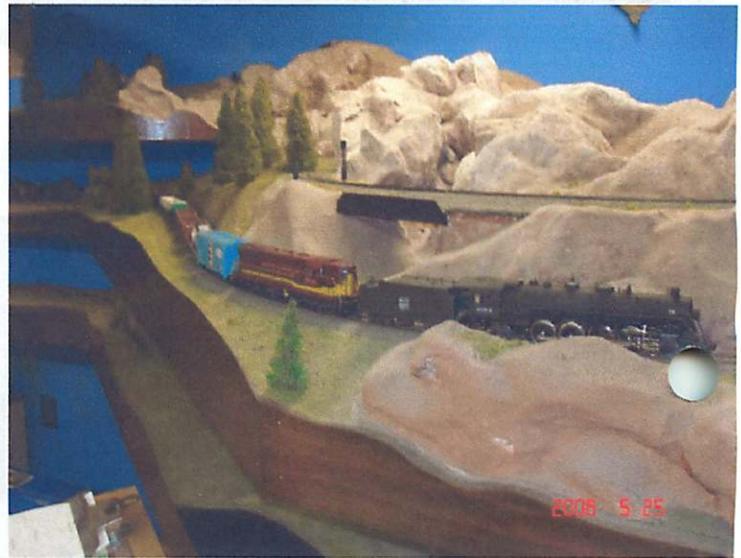
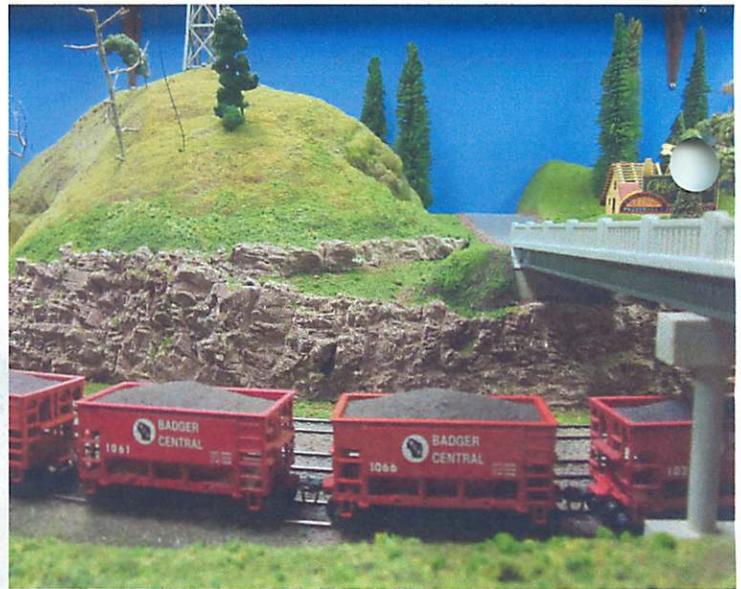
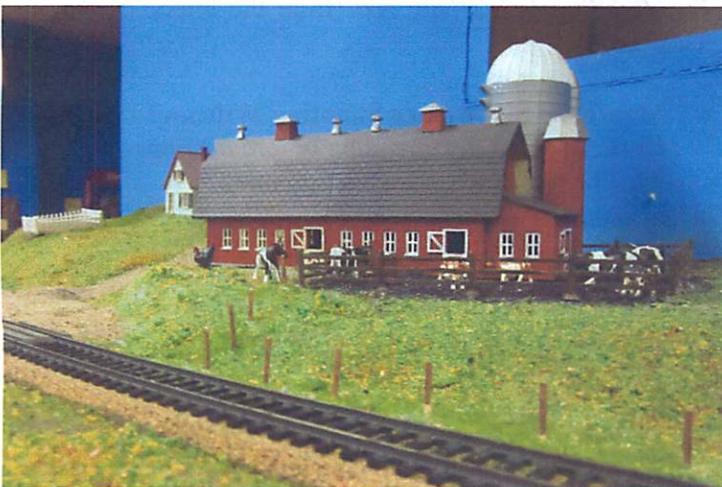
- **Man Kills Self Before Shooting Wife and Daughter** (It took two to three reading before the editor realized what he was reading was impossible.)
- **Something Went Wrong in Jet Crash, Expert Says** (No, do you really think so?)
- **Cold Wave Linked to Temperatures** (Who would have thought!)
- **Red Tape Hold Up New Bridges** (You mean something is stronger than duct tape?)
- **Juvenile Court to Try Shooting Defendant** (See if that works any better than a fair trial!).
- **War Dims Hope for Peace** (I can see where it might have that effect!).

Roger's Evergreen Hills and Allen Creek Update

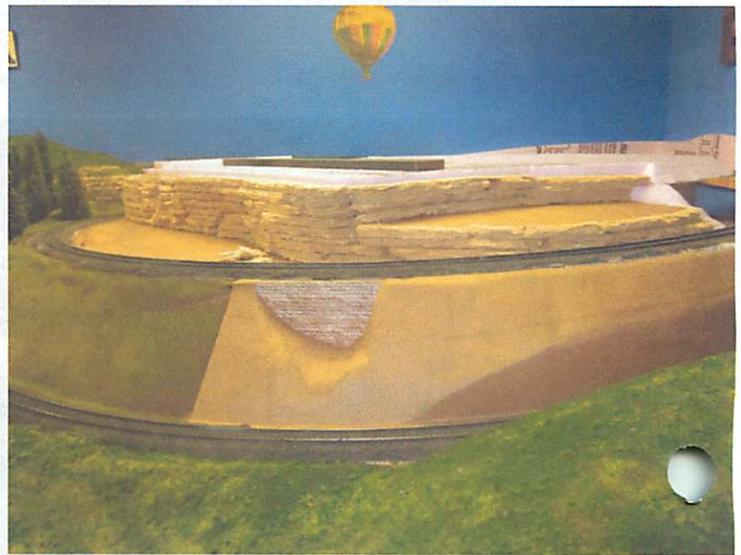
Since the expansion of the EH & AC scenery has been popping up on various sections of the line. Here's the story in pictures.

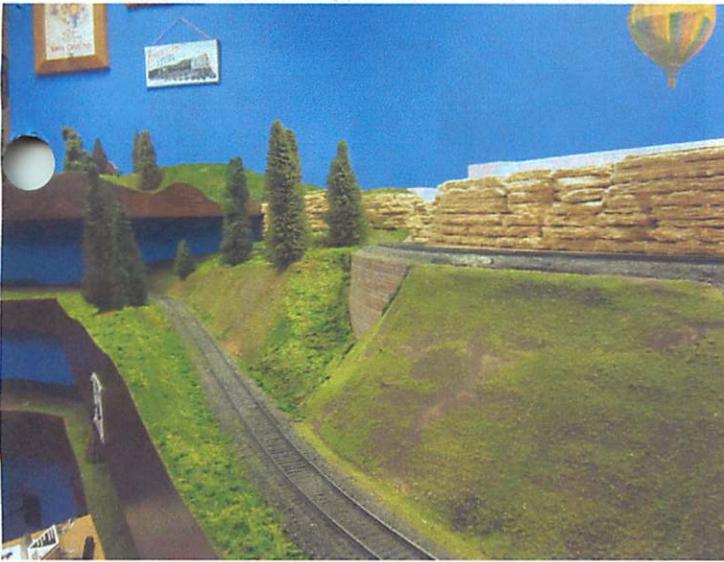


Lyon's Fencing Company at work installing fencing for the buffalo and elk farm.

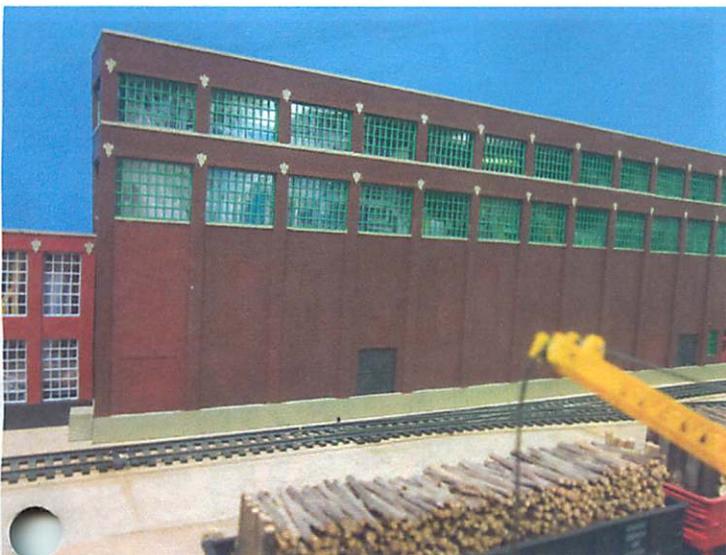
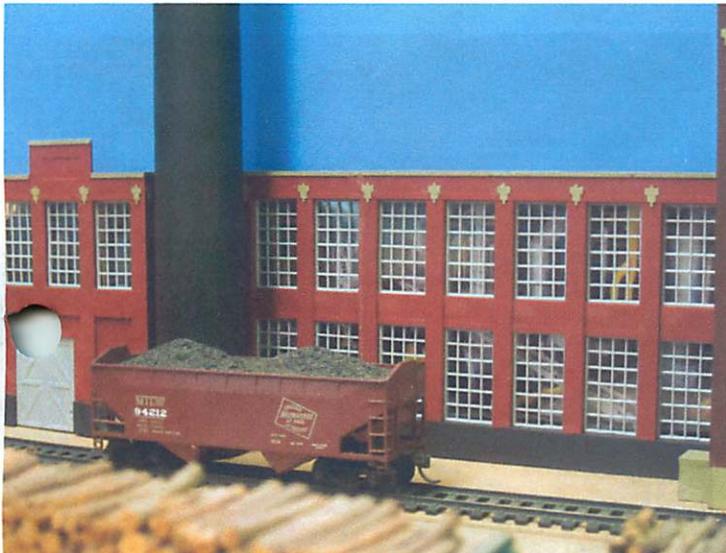


The above picture shows what was! An earthquake called Billy and Mike caused a major destruction of this section. The picture below shows the new construction.

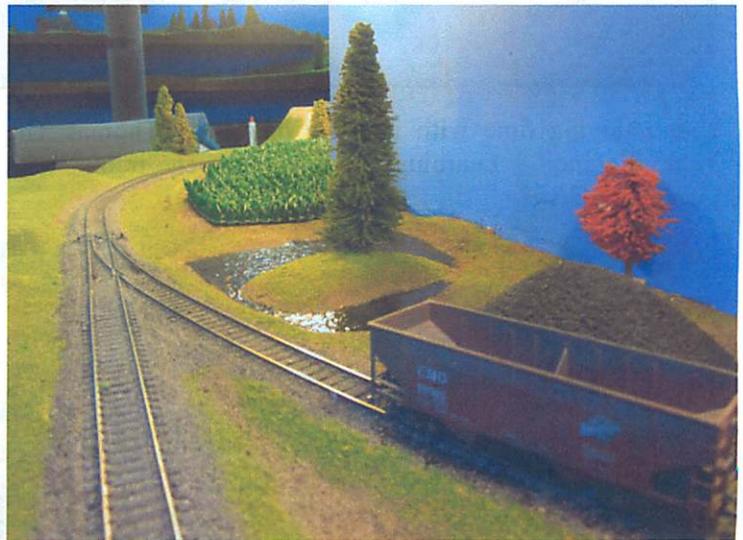




The paper mill is getting new interior details.



And, elsewhere...there's more...



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

- **Moving Dirt.** Fireman shoveling coal into firebox.
- **Open the Gate.** Switch a train onto or off a siding.
- **Close the gate** means to close the switch after the train has passed.
- **Overlap.** Where two block signals control the same stretch of track.
- **Possum Belly.** Toolbox under a caboose or under some wrecking cars.
- **Scoot.** Shuttle train.
- **Trimmer.** Engine working in hump yard that goes down into yard and picks out misdirected cars and shoves them to clear.
- **Weed Weasel.** Company official spying on crews.
- **Zoo Keeper.** Gate tender at passenger station.
- **Blind Baggage.** Hobo riding head end of baggage car next to tender, where no door is placed; commonly called *riding the blinds*.

Strawberry Fest 2012 in Pix Review – Gordy

After reading Dennis' description, there is not much to say but to show you the week-end in pictures –



Kids enjoying time with into the hobby by Thomas The Tank Engine. Learning how to switch trains with Conductor Gary



Riding the rails with Engineer Ted



Pete checking out the layout in the hearse. Vendors and club members were on hand to answer questions and supply our every need.





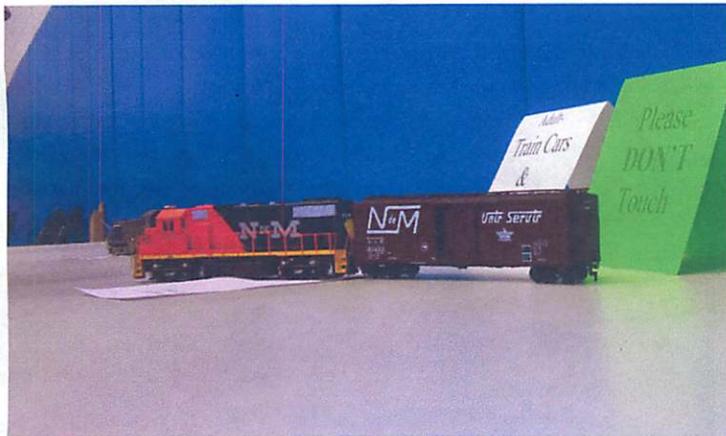
The crew at Virgie's Diner were kept busy all day supplying a variety of great grub including Strawberry Short Cakes.

The Model Contest under Eugene's watchful eye saw a variety of trains, cars, trucks, structures, and dioramas.



Crabs showed off their modular layouts and talked with fellow railfans and potential recruits.





No show would be complete without a trip to the Soo Line Passenger Depot to see the progress made in the last year. Note the condition of the old floor and the new floor. The new floor while laid is not finished. It still needs to be sanded and refinished. The colored marks on the "new" floor which is actually part of the old floor rescued from the old armory before it was torn down.

And then there were chances to observe and questions modelers as to how it is done...kitbashing, scratch building, retaining wall finishing, painting people, or stringing LEDs to light a building.





The above fireplace is in the ladies' waiting room. Then there as to be time for a little fun and music on the depot's player piano.



The depot's collection of related historical items continues to grow. Below is a collection of telegraph line insulators found near the depot.



And, here he is, Dennis Cook – Mr Strawberry Fest Train Show Chairman – making sure everyone is having a great time.



WAUPACA AREA MODEL RAILROADERS

SCHEDULE OF EVENTS

June 2012 through August 2012 (Rev 6/11/12)

June 2012

7 - Ryan/Mike & Mary
14 - Arpad - Ops
21 - Ryan/Arpad -work
28 - Willard/Vance

July 2012

5 - Willard - Ops
12 - Mike & Mary/Vance
19 - Gordy
26 - Pat L - Ops

August 2012

2 - Roger - Ops
9 - Jeff/Jan
16 - Gordy
23 - Eugene - Ops
30 - Roger - Ops

SHOW SCHEDULE

2012

June 28 - July 1 Milwaukee Road Convention - Moscow, ID
July 12 - 15 Iola Old Car Show
July 21 La Crosse Railroad Fair - Copeland Park
July 29- Aug 5 NMRA National Convention - Grand Rapids, MI
August 5 Summer Outing & Business Meeting - Dave Johnson
August 11-13 Calumet County Fair Steam Engine Train Show
September 13-16 Soo Line Historical Society Convention - Thief River Falls, MN
October 13 NMRA Winnebago Land Division Fall Meet - Wausau, WI
October 21 Cedar Creek Central Model RR Show & Swap Meet, Cedarburg, WI
November 10-11 Trainfest - Milwaukee

2013

January 19-20 Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed))
January TBA Christmas Party - Phil & Jane Gjevre
April 27 - 28 Titledown Green Bay Train Show
June 15-16 Strawberry Fest, Waupaca, WI

(Potential events) 2012

August Layout Open House Railroad Lodge - SSSMRE, Sheboygan
August Clipper City Model Railroad Club Open House, Manitowoc County Fair, Manitowoc, WI
September Marinette Train Show
September Minoqua Train Show
October 2nd Annual Hope Train Club Show & Sale, Wesley Center, Waupun, WI
October Marshfield Show
October Layout Open House Railroad Lodge - SSSMRE, Sheboygan
October NEW O gauge Train Show & Swap Meet - Green Bay
November Winnebago Land Division Annual Operating Session
November Paper Valley Open House - Appleton

2013

January Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
February Northeastern Wisconsin O Gaugers Fun Run Train Show, South DePere, WI
February Madison Train Show
March MSOE Model Train Show, Milwaukee, WI
March High Wheeler Train Show - Paletine, IL
March NMRA-MWR Convention - Springfield, IL
March Metro Model Railroad Club Show, Cedarburg, WI
March La Crosse Train Show
April Happy Grandparents Model Train Show, Menomonie, WI
April NMRA Midwest Division Convention -
May WLD Spring Meet -
May CNW Historical Society Convention -
November Duluth Railroad Show

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: Ryan (Chairman), Pat L, Randy, Dean

The Crummy

Official Newsletter of the
Waupaca Area Model Railroaders
Waupaca, Wisconsin

3980 Elkins Rd , Amherst, WI 54406

www.wamrltd.com

wamrcrummy@yahoo.com

(715) 824-3233



Read current and past issues at our website: www.wamrltd.com

Gordy Sauve, Editor

Fall 2012

Ron Hartl Wins the President's Award. The President's Award, though not given every year, finds itself being awarded two years in a row. This year again one member went above and beyond what is expected of a WAMR member. At this summer's semi-annual business meeting President Roger Hildebrandt awarded Ron Hartl this year's president's award.

Due to distance Ron, who lives in Medford, is not able to attend our weekly functions. He has taken it upon himself to contribute to the club by volunteering for things he can do from his home, or when he can attend shows where the portable layout is set up. One of the projects that Ron undertook was to work on the advertising for Strawberry Fest and Model Contest. His work included listing both events individually on community calendars for newspapers, and radio and television stations throughout the state. He also followed up by getting the events listed on various travel sites, and various model railroad websites and magazines. If that wasn't enough he also performed the same function for the Central Wisconsin Model Railroader's Arctic Run Train Show in January. The result of the Arctic Run assistance saw that show attract a record number of people from throughout Wisconsin and a very nice donation to the WAMR treasury. CONGRATULATIONS RON!

Contributors

Ron Hartl Wins the 2012 President's Award
Modeling Tips from Walthers
WAMR 2012 Summer Meeting & Cruise
North End Patrol Winnebagoland Fall Meet – Wausau
- Fall Meet Registration
3rd Annual First Freeze Show & Swap Meet – Green Bay
Arctic Run 2013 Stevens Point
What Started in Arizona Didn't Stay in Arizona
- David Wayne's "N" Scale Layout
A Funny Thing Happened on the Way to Alaska – Gordy
A Little Silliness
Trains At Work – Green Bay "O" Gauger's Fun Run
Henry Ford Museum & Greenfield Village
Schedule of Events

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

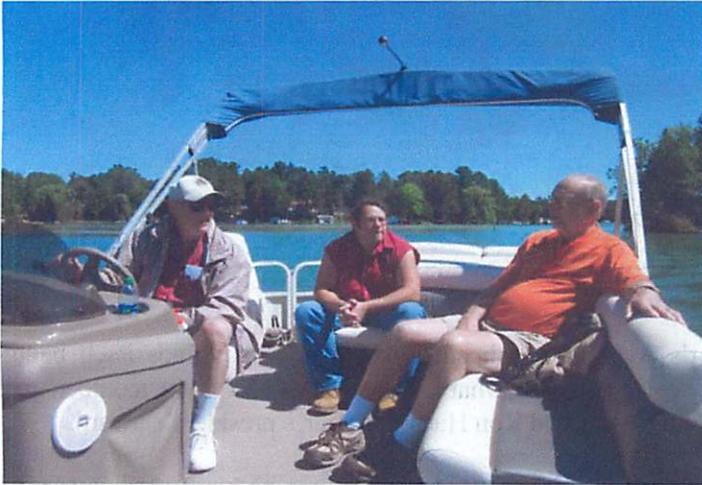
Fading Away. Painted surfaces fade with constant exposure to the elements. The change may not be overnight, but over time the difference is very noticeable. On your layout, fading is easy to simulate using an airbrush, flat

finish and a few drops of white paint. Make a special fading wash by mixing three to five drops of flat white paint in a 1oz bottle of clear flat finish. Test it on a scrap piece of styrene painted flat black by masking off half the black area and airbrushing on a light coat of the fading mix. Allow to dry, remove the masking and compare the two sides and you'll see the faded side will appear lighter, but still black. If the result is still too dark, apply another coat, but keep in mind that you can lighten up a dark surface, but making it dark again is difficult if not impossible. Using this method, it's easy to add realism to unit trains by fading only a few cars in the consist. The mixture can also be used to tone down bright colors on signs, buildings and vehicles. A couple of things to keep in mind using this technique: mask all windows and have all decals and signs in place before spraying, otherwise they'll look too new if applied afterward.

**AT INTERSECTIONS
LOOK EACH WAY
A HARP SOUNDS NICE
BUT IT'S HARD TO PLAY
BurmaShave**

WAMR 2012 Summer Meeting Hosted by Dave Johnson – Gordy

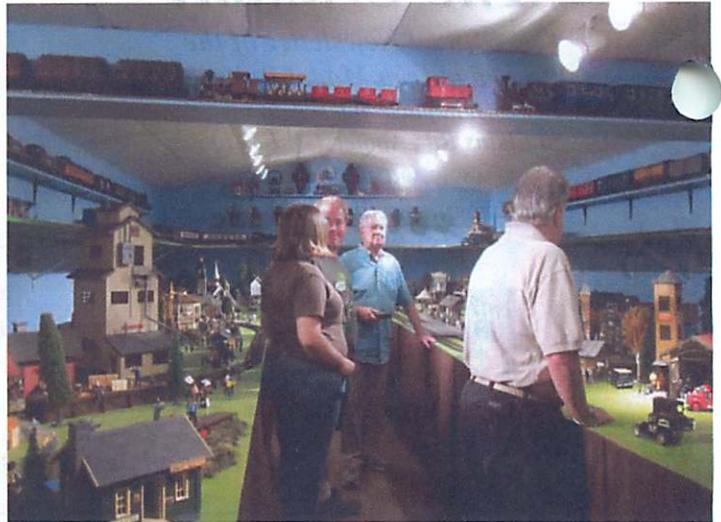
Dave Johnson must have some pull with the higher authorities. He managed to pick one of the most beautiful days of this year's hot dry summer to host our semi-annual meeting. As has become a tradition when we meet at Dave's beautiful home we started with a cruise on the chain.



Followed by a great potluck lunch that included Dave's famous ham sandwiches



Following the lunch Dave showed off his layout



And before fully relaxed members nodded off for a snooze, President Roger called the meeting to order. Included in his remarks was a GREAT BIG THANK YOU to Dave for hosting what turned out to be the best attended meeting in years.



Everything I learned at the WLD Spring Meet, wasn't all I needed to know about model railroading.

That's why I need to go to WLD's "NORTH END PATROL" Fall Meet in Wausau on October 13.

- I have learned that there is a lot packed into this one day meet.
- I learned that I will have to bring my camera, my note pad or pocket recorder, or I will forget the most important things I learned that day.

From the Clinics I need to learn:

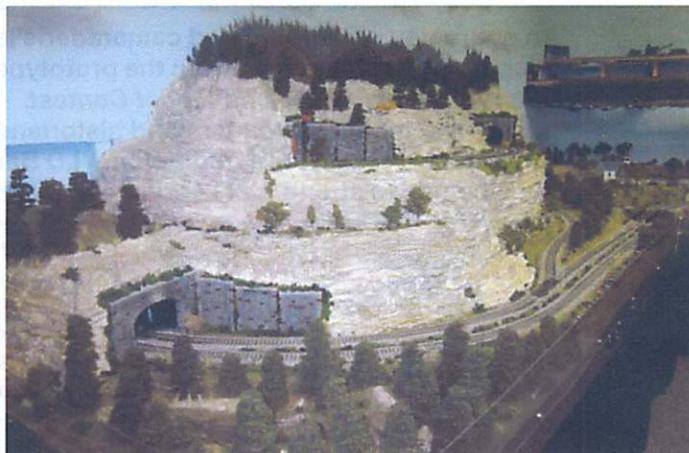
- When did the car ferries start service?
- Were all the car ferries owned by the C&O? You would think I would know that, but!
- Is wood structure modeling really as easy as Scott Peterson makes it look?
- Does Gregg Condon really use his old blankets and tee shirts to make scenery?
- How do you hide the edge of micro scenes?
- Can you really build stone buildings from the pebbles in your yard?
- How do I learn to keep my weathering techniques from getting so heavy I lose the details?
- What's a *Foamer's* "Slide-O-Rama"? and what does that have to do with post 1985 Central Wisconsin Railroads?

From the Layout Tours I need to see and learn:

- How many different gauges the layouts are built in? I've heard rumors there is everything from G to HO including On3 and O.
- How are the Rio Grande Mountains built? And what techniques were used?



- Who are the scratch builders I've heard about? What materials do they use? How detailed do the buildings get? Where do they find their patience? What eras do the layouts represent?
- Is there still another way to build a helix?



- Which layouts have been published in GMR, MR and/or RMC? Rumor is that some have been published in the last two years.
- What are the stories connected to each railroad? ...Especially the made up stores that go with freelance railroads.

What I want to see and learn at the Model/Photo Display and Contest.

- What unique pieces can I find that I could add to my layout?
- How did they get the photographic effect?
- Who are the modeler's I should be talking to, to learn how they do it?
- Who won the Don Steffen Award...by popular vote?
And at the banquet...
- Why did I eat so much? ***But more to the point...***
- How much did the railroads play in the outcome of the Civil War?
- Did the Union win because John Wayne fought in the Civil War?
- Which side had the most and best equipment?

Highway 10, Highway 29, and Highway 51/39 sure make it an easy show for most of us to reach. Why not join me in learning new tricks and skills, and steal a few new ideas? It sure seems that I will go home with a head full of information, ideas, and...new and renewed friendships. Use the registration form on the next page. See you there!

2012 NMRA WinnebagoLand Division Fall Meet



"NORTH END PATROL"

ADDITIONAL FORMS AND INFO AT OUR WEBSITE
WWW.WLD-NMRA.COM



SATURDAY October 13, 2012- WAUSAU, WI

Join the WinnebagoLand Division, NMRA in Wausau for an entire day of railroading!

An entire day of learning and camaraderie is what you'll find at this year's WLD NMRA Fall Meet. Imagine *Clinics* on topics from the prototype and modeling techniques to Great Lakes Carferries. *Displays with a Photo and Model Contest*. Bring YOUR models and photos along to share with your fellow model railroaders and historians. *Layout Tours* 1:00-5:00 p m. Then we'll meet back at the Best Western for a traditional WLD Banquet with awards and guest speaker. General Public is welcomed to attend, but everyone must pre-register using form below if attending the banquet.

CLINICIANS and PRESENTERS:

Gregg Condon- Cloth Shell Scenery
D. Scott Peterson- From Razor to Laser: Wood Structure Modeling
Dan Hoenecke- By Carferry Across Lake Michigan
Gregg Condon- Modeling Stone Buildings and More Micro Scenes
Chris Comport- Weathering and Scenery Techniques
Mike Wadinski- A Foamer's Slide-o'-Rama of Post -1985 Central Wisconsin Railroads
(All Clinics Subject to Change)

Banquet Speaker: Prof. Brett Barker- Railroads During The Civil War

MEET : Best Western Midway Hotel -Wausau
2901 Hummingbird Road
Wausau, WI 54401 Ph. (715) 842-1616

Directions to Best Western:
From Hwy. 51/29 Exit 190 -County NN,
west one block to County R south (Hum-
mingbird Road), south two blocks to Best
Western.

ADMISSION: Meet Only (At The Door) = \$5.00
Meet and Banquet = \$27.00 (Must Pre-Register)

SCHEDULE OF EVENTS: Registration 7:00 - 12:00
Swap Tables and Displays 8:00 - 1:00
Model/Photo Contest and Displays 9:00 - 12:00
Clinics 8:30-12:30
Home Layout Tours: 1:00-5:00
Happy ½ Hour and Banquet: 5:30-8:30

REGISTRATION FORM (REQUIRED FOR BANQUET) Must Be Received By 10-6-12

NAME: _____

ADDRESS: _____

CITY: _____ ST: _____ ZIP: _____

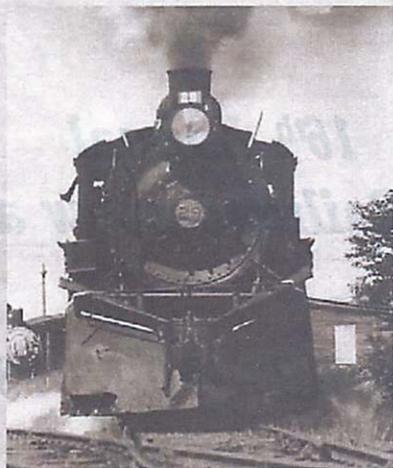
Meet and Banquet @ \$27.00 _____

Banquet Only @ \$22.00 _____

Return form and payment to:
Lynn Jasch, WLD Registrar
1850 Adler Way
Green Bay, WI 54303

A Limited Number of Swap Tables are available. Each table is approx. 3 x 7 feet. Cost: \$5.00/each in addition to your entry fee. First Come/First Served.

Swap Tables @ \$5.00 ea. _____



3rd ANNUAL FIRST FREEZE

FALL TRAIN SHOW & SWAP MEET

Old, New and Collectable Trains of all Scales
Sunday, November 4th, 2012

9:00 am - 4:00 pm



Huge Lionel Parts Dealer on Hand
Free Appraisals on Old Trains



RIVERSIDE BALLROOM

1560 Main Street • Green Bay, WI 54302
info@riversideballroom.com

Over 100 Tables • Operating Train Layouts
Train Races Fun For The Entire Family
Hourly Door Prizes • Food And Beverages Available

Adults \$3.⁰⁰ at the door
Children 12 and under free

For Dealers and More Info: www.newogaugers.org
or Call Bob at 920-465-7913

SPONSORS: Brown County Sheriff • O Gaugers • Lionel Collectors Club • Salvation Army



16th Annual Model Railroad Show and Sale

Arctic Run 2013

January 19 – 20, 2013

Stevens Point, Wisconsin

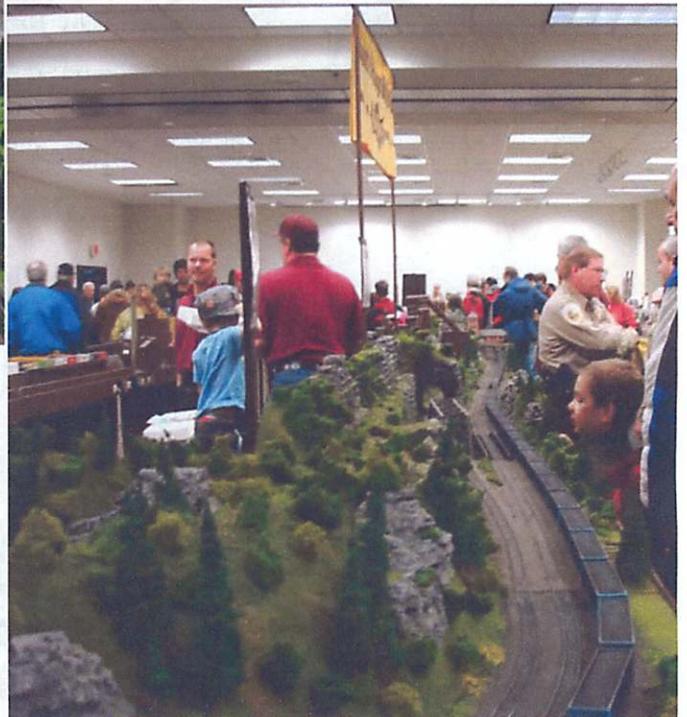
Holiday Inn – Convention Center Hotel

**1001 Amber Avenue
Stevens Point, WI 54482**



**Saturday
Sunday**

**9 AM – 5 PM
10 AM – 4 PM**



More...Space...Layouts... Vendors

Admissions: \$3.00 Adults \$2.00 Ages 11-16

Sponsored by Central Wisconsin Model Railroaders Ltd, a non-profit educational organization. Contact Phil Gjevre for layout or vendor information (715) 341-8228 or email phil.jane.gjevre@charter.net.

Our proceeds, after expenses, support local non-profit organizations.

Sponsors: Spectra Print; Portage County Historical Society; Holiday Inn; Central Wisconsin Model Railroaders

What started in Arizona did not stay in Arizona! David Wayne's Model Railroad Adventure – Gordy

David, a good friend of Dave Johnson's, spends six months in Arizona, and six months in Waupaca. His story is not unlike many other model railroaders. His interest in trains kindled by the train under the Christmas tree, and riding them as a youngster. His youth and career got deep into aviation, and his interest in trains gathered dust.

Then he retired and needed a project to keep him busy and out of trouble. Though admittedly he knew little about model trains he decided to build a layout. His first decision was how to build a layout when you are in two different places for six months. Dave's first layout (below) was the "practice"

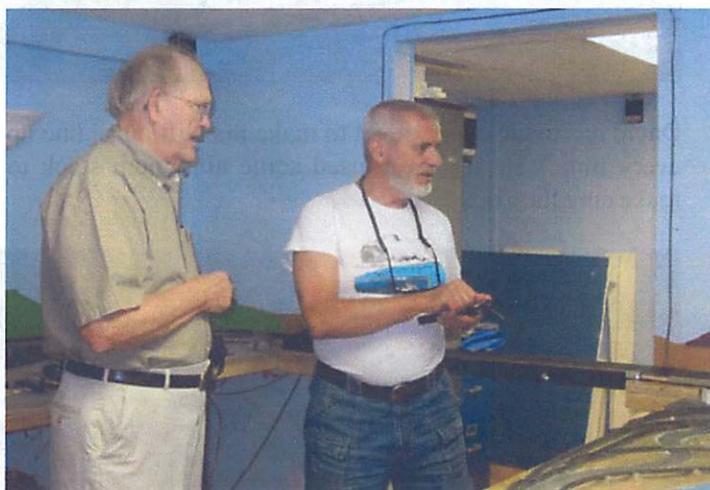


layout he built in Arizona while spending his time in Waupaca finishing the basement so he would have a place for his dream layout. His Arizona layout then migrated north and is now part of his Waupaca layout. Dave's plan is to build the layout in Waupaca, and while in Arizona build components such as buildings, trees, etc that he can bring north and add to the layout. The scenery module below is a Woodland Scenics kit he used to learn how to make scenery.

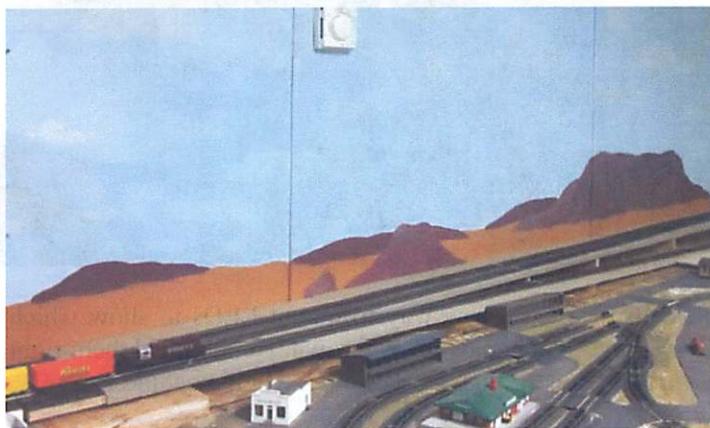


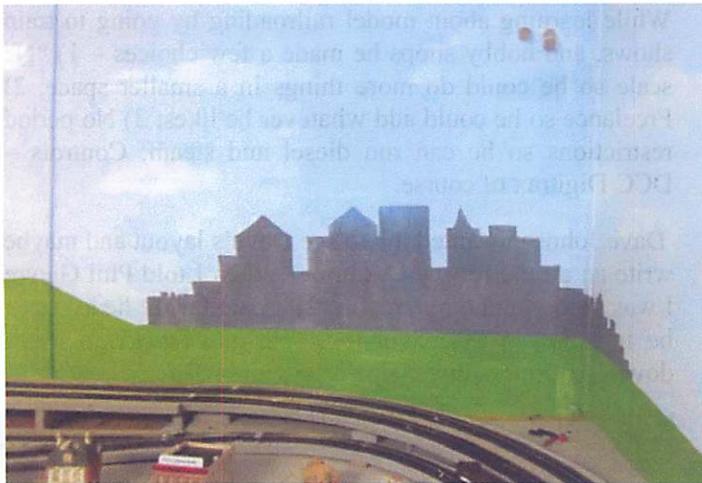
While learning about model railroading by going to train shows, and hobby shops he made a few choices – 1) "N" scale so he could do more things in a smaller space; 2) Freelance so he could add whatever he likes; 3) No period restrictions so he can run diesel and steam; Controls – DCC Digitrax of course.

Dave Johnson wanted me to see Dave's layout and maybe write an article for the Crummy. When I told Phil Gjevre I was going to photograph an "N" scale layout he asked to be included in the excursion. He and David got right down to business discussing relays and wiring.



Dave had a Waupaca High School student paint the wall scenery. He told her what he wanted, desert, mountains and a city and turned her loose.

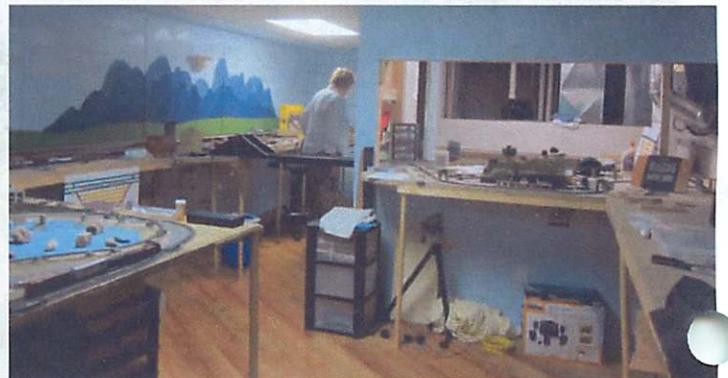
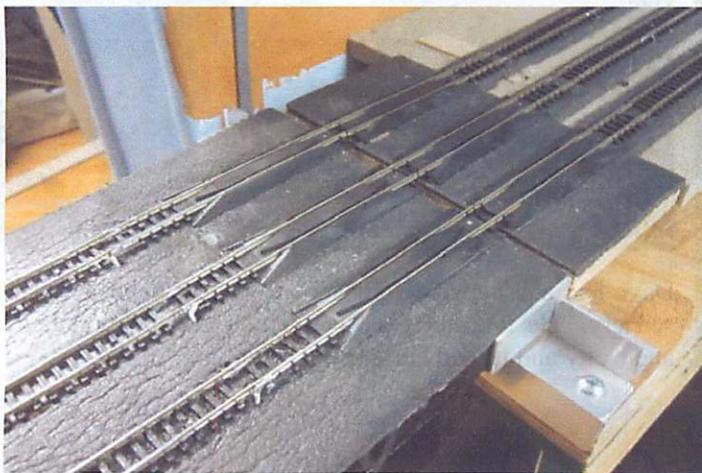




David has made every effort to make his “lift outs” line up every time. He has even used some aluminum stock to make sure they do.



An overall view of the layout shows two major yards, a roundhouse/turntable area, and passenger terminal. Other plans include an amusement park, mountains, Disney items, and Christmas scene.



I also learned a new way to mount LEDs to show which way the switch machine is thrown. He mounted them right on the table through his Tortoise switch machines.



Dave’s entire layout is a fantasy devoted to old dreams and satisfying an old man’s thoughts of the past, and the future as it should be in his mind. Most of all he is having fun building, running and showing off his trains. He has only one rule and that is to enjoy this fantasy and keep busy with a project he can continue to enjoy as he gets older.

Who knows, maybe some day he will join us in the fun of being a Waupaca Area Model Railroader.

A Funny Thing Happened on the Way to Alaska – Gordy

The jumping off point for our trip was the beautiful city of Vancouver, Canada. Having flown in a day early and had an opportunity to take a tour and find out for ourselves. Along the way we found some surprising things.

Vancouver and all of the British Columbia province does not have a fossil fueled electrical generating plant. All its electricity is generated by hydro-electric plants fed by the melting snow stored up in mountain reservoirs. That makes its public transportation system pollution free.



The system is all trackless trolleys in both single and articulated forms all fed by a spider web of overhead electrical wires



There is a dedicated commuter line between the airport and downtown Vancouver that runs every six minutes from each direction.



Commuters are well taken care of with modern equipment.



From the top of Vancouver's tallest building you can see a huge inter-modal freight yard complete with dock and the snaking approach that strings along the waterfront.



The beautiful station at the bottom of the last column is the old CN Passenger Station. And yes, BADA BING, there is a lot of local color:



And a Little Silliness

- I'm reading a book on gravity. I just can't put it down.
- There is a theatrical performance about puns. It is a play on words.
- I stayed up all night to see where the sun went. Then it dawned on me.
- Jokes about German sausage are the wurst.

Northeast Wisconsin "O" Gaugers present

Trains At Work

February 6th through February 9th, 2013

At the



1315 Lime Kiln Road (Cty Hwy GV) Green Bay

Approximately 1.5 miles north of 172 – Across from Packerland Packing

Free Admission! – Donations Appreciated

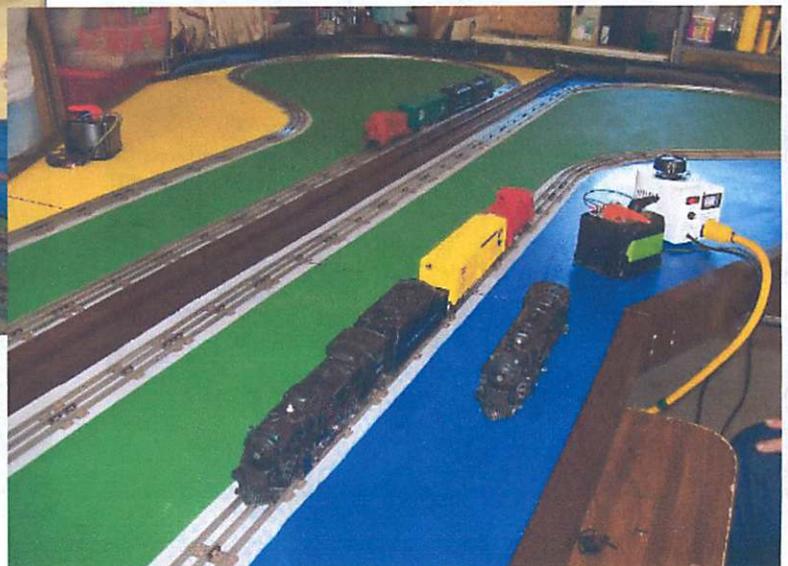
- See our **HUGE 35' x 70' operating** model railroad layout
- Kids! Race a real model train on our 8' x 24' Model Railroad Race Track!

Bring the Kids, Wife/Husband, Grandma/Grandpa, Boyfriend/Girlfriend, and Yourself



Wednesday, February 6.....10 AM – 7:30 PM
Thursday, February 7.....10 AM – 7:30 PM
Friday, February 8.....10 AM – 7:30 PM
Saturday, February 9.....10 AM – 7:30 PM

(Trains will be operating continuously during this schedule.)



Henry Ford Museum & Greenfield Village – Gordy

Henry Ford and his friends Thomas Edison, Orville and Wilbur Wright, and Harvey Firestone changed our lives. And if you go to the Henry Ford Museum in Dearborn, Michigan you would expect to see cars, cars, and more cars. Well, get ready to be surprised.

While there is a good deal of Ford and automobile history represented, the museum and village are more of a history of invention, transportation and progress. In addition you can take a short bus ride to Ford's River Rouge assembly plant and watch them assemble Ford pick-up trucks...a fascinating process with a platform assembly line. As the platforms continuously move down the line the assembly-person walks on the platform with the truck while they add their parts. All the while the truck is moving down the line to the next person. In addition each truck is mounted on a pedestal that raises and lowers to the correct height so the assemblyperson does not have to bend over to perform their duties. An 8 ½ x 11 piece of paper on the platform tells each assembly-person what model the truck is and what features and accessories to add as the truck passes their station.

Logistically, it has to be a nightmare. They were assembling a rainbow of trucks the day we were there. In the same line we saw what looked like a random colored parade of red, white, blue, green, and black trucks coming down the line. Someone had to make sure that when the red truck body passes is ready for its box and doors that the box and doors were red. And then they had to add the trim, the right decals, the right upgrade accessories and grill.

If memory serves me right, the assembly line moves along a five-mile long serpentine path that deposits a finished truck at the end of the line every minute. That is 60 completed trucks per hour, 1,440 per day, 10,080 per week, 43,200 per month. But enough about trucks and how they are built.

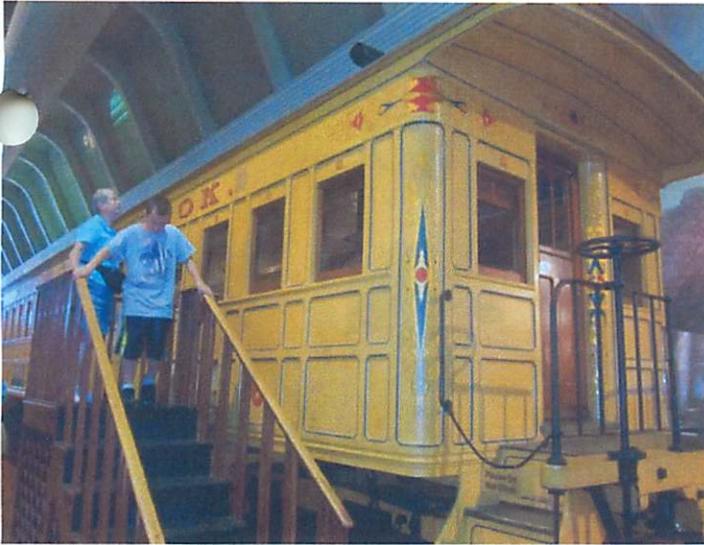


The museum and Greenfield Village are a virtual story of transportation and progress. The museum's railroad collection includes The DeWitt Clinton and its "carriage" cars



Tom Thumb above and The President below





The ornate Bangor & Acustok passenger car, & the big C&O Allegheny.



No train display would be complete without a portable modular toy train layout, and the museum was not to be outdone. Below is a vintage portable model railroad

layout. Elevated track fastened to $\frac{3}{4}$ inch plywood supported by steel rods. Scenery includes many lithographed tin plate buildings.



And for anyone who has ever ridden or driven a school bus the museum's display also included the first school bus ever built by the Blue Bird Bus Company.



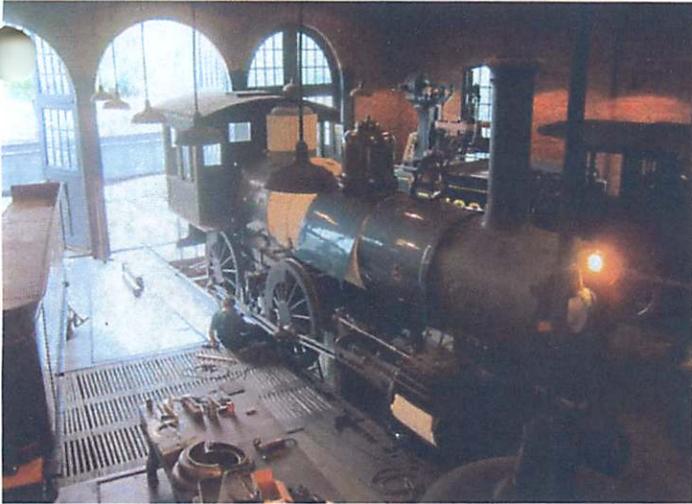
The adjoining Greenfield Village is a living museum where you can ride in a horse drawn Omnibus, an original Model T (not a reproduction), or again ride a Model T Bus through a village (no one has ever really lived there). The Village is a project of the original Henry Ford. He has brought buildings



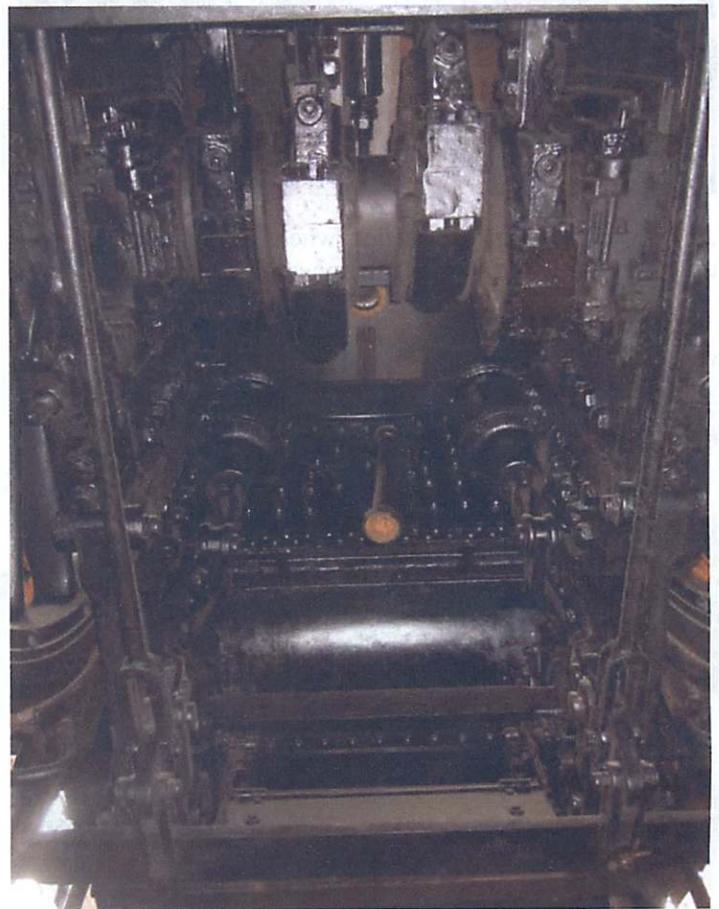
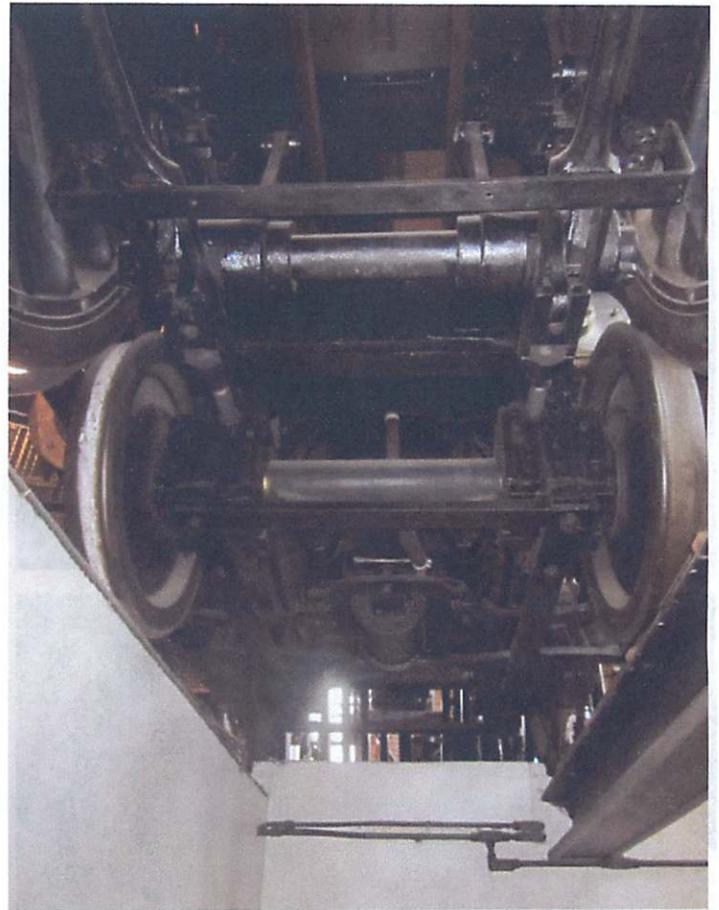
from throughout the United States that have significant meaning to the growth and innovation of our country. You can visit the Wright Brother's Bicycle Shop, Edison's Menlo Park, New Jersey and Florida Labs, his work shop, the first house he lit with his new electric lights, Harry Firestone's and Henry Fords Shops, working artisan shops, and...a railroad complete with working roundhouse and turntable



And inside you can watch them restoring old steam engines.



They can even machine their own wheels. The passenger service in the park is so heavy they have two working steam engines and are restoring a third. Another unique opportunity is to get under their Atlantic steam engine and see what the underside looks like.



You can ride the steam train around the park, and get off at



But there is also time for fun on a beautifully restored merry-go-round.



the New Jersey railroad station where Thomas Edison was dropped off after he started a fire on a railroad car.



Where will our grandchildren want us to go next year? hope it will again include something that includes trains.

The Crummy

Official Newsletter of the

Waupaca Area Model Railroaders

Waupaca, Wisconsin 54406

3980 Elkins Rd , Amherst, WI 54406

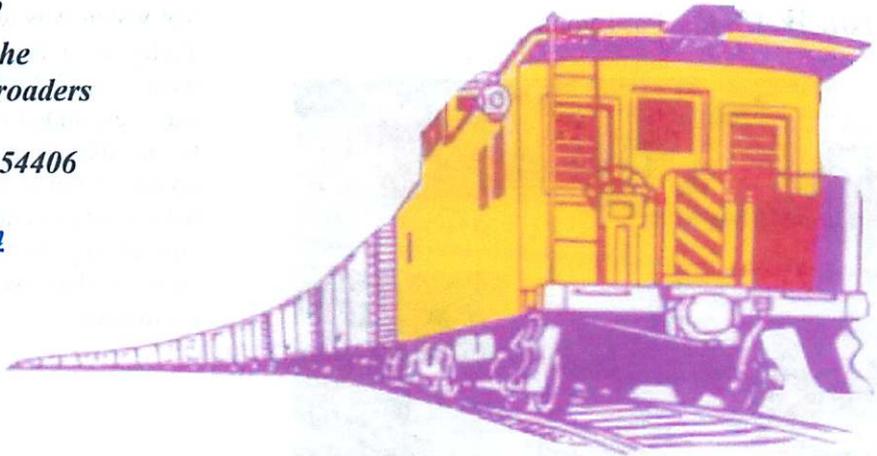
www.wamrltd.com

wamrcrummy@yahoo.com

(715) 824-3233

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Read current and past issues at our website: www.wamrltd.com

Gordy Sauve, Editor

Winter 2012

Annual Christmas Party

This year's Christmas Party will be hosted by Jane and Phil Gjevre. The date is January 27, 2013. Please mark your calendars. Ask Jane or Phil 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.

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 you to give it a try in 2013. 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.

Gordy

Contributors/Index

Christmas Party

Dues Notice

Than You WAMR – Pat Lyons

Marshfield Show CD – Mike Eiden

Club Shirt or Cap for Christmas – Pete Ugorek

Modeling Tips – Submitted by Jim Payton

The Grand Daddy Swap Meet – Gordy Sauve

On the Way to York (The Gallitzin Tunnels
and The Horseshoe Curve – Gordy Sauve
Strausburg Railroad in Pictures – Gordy Sauve
Train Trivia – Phil Gjevre
SPUD, Night Trains, &
Toy Train Museum - Phil Gjevre

2013 Dues Notice. Club dues of \$25.00 annually are due as of January 1, 2013. 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: _____

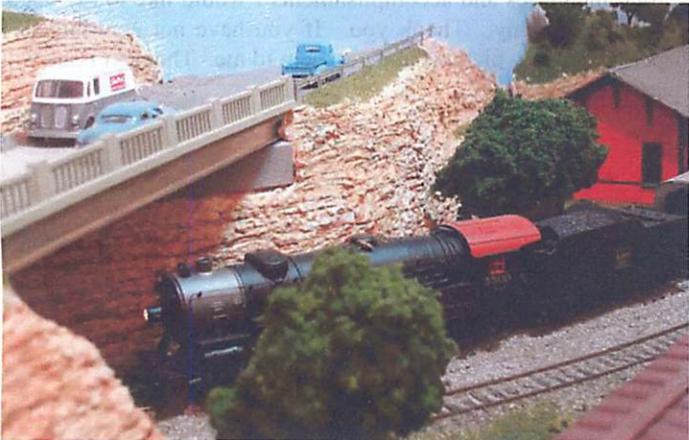
Change in address/phone/e-mail: _____

Send to Arpad Eiler, N2403 Knight Lane, Waupaca, WI 54981

Thank You WAMR – Pat Lyons



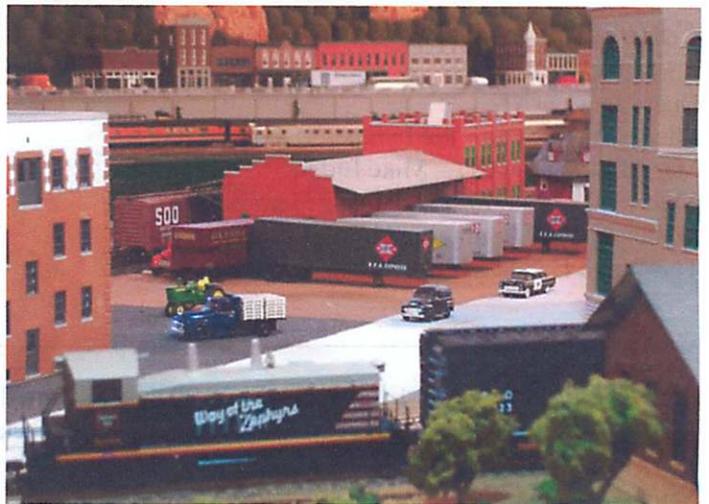
When we begin to build our dream layouts we have a vision of what the finished layout might look like. Arpad's layout encompasses a vision of the freedoms he and his family found in the USA after fleeing Hungary. Roger is capturing a moment in history in 1966. Gordy has incorporated every Lionel animated accessories produced on his layout. Ryan is beginning to build a layout that captures modern railroading in Central Wisconsin.



My vision was to capture the feel of the Mississippi River Valley as a backdrop for the many passenger trains that went through La Crosse pulled by CB&Q power. Along the way I expanded the layout and used some modeler's license to be able to maximize the operational potential of my layout. I never lost sight of my original concept even as I made changes and added to the layout. One thing that never crossed my mind was a thought of developing a model railroad that would be worthy of featured in "Model Railroader".



Yet, my layout was featured in the December, 2012 issue of MR. Dave Rickaby saw the potential of my layout as a candidate to be featured in MR. A special THANK YOU goes out to members of the Waupaca Area Model Railroaders for your contributions to the development of the layout. Your ideas, your talents and your friendship have contributed to this achievement. In a very real sense it is our achievement and not my achievement that lead to the honor of being featured in MR.



THANK YOU – THANK YOU – THANK YOU

Who is next??

Pat

Marshfield Show CD – Mike Eiden

During the Marshfield Show I made a video of the layouts displayed at the show. If you would like a copy let me know.

Asking Santa for a Club Shirt or Cap? - Pete Ugorek



Waupaca Area Model Railroaders

New Directions of Waupaca has been doing embroidery for us for quite some time. Recently however, Arpad noticed that the shop, across from K-Mart was closed. Now what? Well, Robyn, the owner, sent me a notice that they moved to Weyauwega. So if you need or want a shirt, jacket, cap, or whatever with our club logo embroidered on it, please go to the "new" New Directions.

New Directions, N3252 Paap Rd, Weyauwega, WI 54983
www.newdirectionwi.com. robyn@newdirectionswi.com,
(715) 256-1212.

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

Locomotive Spark Arresters. One easy way you can customize your diesel fleet is to add spark arresters to the exhaust stacks. Spark arresters are attached to rooftop stacks to prevent the release of hot debris or carbon buildup from locomotive exhaust. These details are available in most scales and most can be added without altering the paint on your model. The practices of the railroad and the locale your model will dictate whether or not they're appropriate for your diesel. Working from prototype photos, choose the style of spark arrester you want. Follow the manufacturer's instructions for mounting. Typically, all that's required is drilling a hole in the top of your exhaust stack, if there isn't already one there, and gluing on the part. For best results, test fit and decorate the part before gluing. Affix it to the model with gap-filling cyanoacrylate cement, taking care to get any on the rest of the body.

Lexiphiles (playing with words). A will is a dead giveaway

The Grand Daddy of a Swap Meet – Gordy

We have all been to swap meets and we have all been to train shows a plenty. But this year thanks to Phil Gjevre I got to go to the grand daddy of all swap meets and cross another thing off my bucket list.

I have been a member of TCA (Train Collectors of America) since 1976 and always wanted to go to the TCA meet at York, PA. Phil is also a member and along with his son Mark and some of the TCA members from the Twin Cities has been there a number of times. This time I got to go along. Phil and I made a week of it and enjoyed seeing some of the fabled railroad sights in the area.

In addition I was able to connect with Dick Middleton, a fellow former sailor I served with in the Navy 50 years ago. Neither Dick or I were into model railroading back then. It was a surprise a couple of years ago to get a letter from him and find out that he too had gotten into model railroading. He was also headed for York which made it perfect to get together, get reacquainted and catch up on the last 50 years.

But I digress. Phil warned me that the meet would be bigger than anything I could imagine. Well it turned out that the meet involved the whole town. The meet itself occupied the entire fair grounds, every building! Imagine going to the Wisconsin State Fair, and filling all the buildings with trains. That would include the exhibition hall where Trainfest is held. Then add ALL the other enclosed buildings. Tables were back to back and the vendors sat in chairs in front of their table. There was enough room for a wheel chair to go down the aisle between the chairs.

Traffic was one way only, just like a one-way street. No pictures were allowed and no cell phones. If your phone rang you had to take it outside or to the common eating area.

If it was "O" gauge it was there. From modern to the early 1900 when Lionel and others started making toy trains. One might also compare it to the Iola Old Car Show. There were 50 year old train sets that were never opened, and parts and pieces of replacement and rusty old stuff you could buy for parts. There were dishes and posters, conductor uniform buttons and playing cards, as well as everything you could imagine in the way of scenery and accessories. The show starts Thursday morning and runs until Saturday noon.

However, you don't have to wait until Thursday to buy or sell trains. Two of the firehouses hold "pre" shows for two days, and three hotels open their convention rooms and parking lots for swap meets.

Will I go again? You bet! Now that I know what to expect, I will be ready for anything.

On the Way to York – Gordy

It was a real sacrifice to have to head to the TCA York meet early and visit some railroad history on the way and in the area. One stop, actually it involved two stops was to visit the famous horseshoe curve and the Gallitzin Tunnels.



The Gallitzin Tunnels were an engineering marvel, and still are. The tunnels were built in 1854 and 1904. They are 24' wide and 3,612' long. In money of that time it cost \$125.00 per linear foot to build. The information panel at the tunnel reads”

“The Gallitzin Tunnel was an engineering triumph and an essential step in conquering the steep grades of the Allegheny Mountains by railroad. Combine with the Horseshoe Curve, the Gallitzin Tunnel made the idea of a Pennsylvania mainline railroad a reality. Construction began on the first Gallitzin Tunnel in 1849 under the direction of Engineer Thomas Seabrook and Contractor Thomas Rutter. The work was done by four hundred Irish immigrants from County Cork.

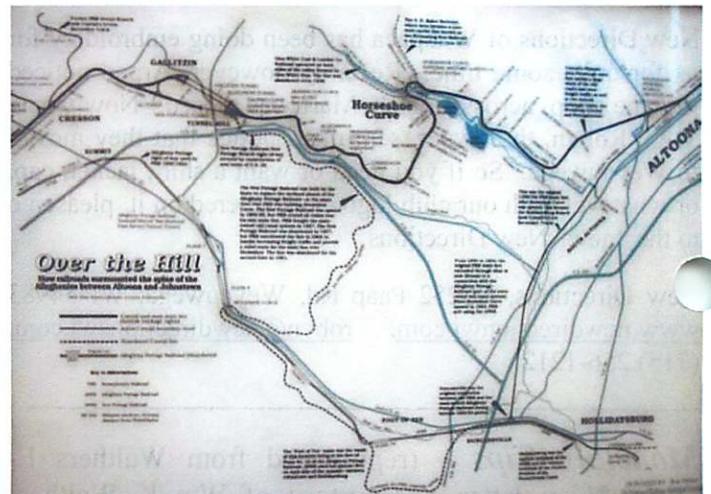
“During construction progress was plagued by such problems as water and an unstable four foot vein of coal surrounded by weak shale and clay. Eventually the entire tunnel needed to be arched for safety.

“Upon its completion on January 21, 1954 the Gallitzin Tunnel was the final link in completing the Mountain Division of the Pennsylvania Railroad. With the addition of a second tunnel in 1904 the mainline rail system was expanded to four tracks to Pittsburgh.

“Twice the Pennsylvania Mainline railway was threatened because of its crucial role in the transportation of troops, supplies and materials for the defense of our nation. During the Civil War a Confederate raid plotted unsuccessfully to destroy the tunnel. During World War II, a clandestine German mission had plans to destroy the tunnels, but the operation failed when the German agents were captured off the Atlantic coast.



This is the tunnel approach from the west. The tunnel approach from the east is high above the observation park at the Horseshoe Curve.



The map shows the curve and the tunnel. The tunnel is in the upper left hand quadrant.



Facts about the curve include:

- It measures 2375' from the beginning to the end of its curvature.

- The lower end of the Curve is 1594' above sea level. The upper end is 1716'. That is a difference of 122'.
- The diameter of the half-circle formed by the Curve is 1300'. In engineering terms, the degree of curvature is 9 degrees, 25 minutes.
- The average grade is 91' per mile. That is about 1.8% or 1.8' rise for every 100 feet of run. At the center of the Curve the grade is reduced slightly to compensate for the increased friction of the curved track.
- The Curve was opened on February 15, 1854. And two tracks were in operation by the end of that year. In 1898 a third track was added and in late 1899 a fourth. Conrail removed the second from the inside track in 1981, due to a decline in traffic.
- Horseshoe Curve has been in continuous use since it opened, with a few exceptions. Strikes have briefly halted operations and there have been weather-related closures. Such as those resulting from the Johnstown floods of 1889 and 1977.
- An average days traffic is 60 trains, in both directions, not counting returning helpers. For comparison in 1904 a high point there were 168 trains per day.



The tram to the top got us there.

Some Trivia for the Crummy – Phil Gjevre

The first regularly-scheduled steam-powered rail passenger service in the U.S. begins operation in South Carolina, utilizing the U.S.-built locomotive *The Best Friend of Charleston*. It was on Christmas Day, 1830. Source: American Association of Railroads.

SPUD, Etc- Some Rambling Notes of Recent Travels – Phil Gjevre

- ATTENDING THE GRAND REOPENING OF ST. PAUL UNION DEPOT
 - A VISIT TO NIGHT TRAINS AND,
- THE TOY TRAIN DIVISION OF THE TWIN CITIES MODEL RAILROAD CLUB.

SPUD. I had the privilege of being invited to witness the grand reopening to the public of the restored St. Paul Union Depot (SPUD). This event was on Saturday, December 8. Besides listening to the politicians patting themselves abundantly in front of a captive audience, the ceremony was impressive and informative. The SPUD concourse had been closed since the mid 1970's. This seasoned structure has been restored to its splendor when built in the 1920's. It is now to become the transportation hub for the Minneapolis-St. Paul area. Over 300 local busses stop daily. It will become the depot for the major intercity bus lines in January. Tracks have been replaced and it will become the Twin City depot for Amtrak in 2013. The light rail service between Minneapolis and St. Paul is scheduled to begin in 2014 and the depot is the St. Paul terminal for this intercity facility. Ultimately, it will be the site for the high-speed rail service to be built between the Twin Cities and Chicago at some time in the future.

In the 1920's there were nearly 300 trains operating daily serving over 20,000 passengers - arriving or departing. It played a significant role during World War II in the transport of passengers and troops.

This facility and its adjacent 33 acres was purchased and redeveloped by the Ramsey County Regional Railroad Authority. The restoration cost approximately was \$243 million. While preserving the past and its marvelous interior, the facility is as modern as tomorrow with a view of serving the public transportation needs for years to come.

I highly recommend that anyone visiting the Twin Cities include a stop at SPUD to view its function and beauty.

Night Trains at Bandana Square. While in the Twin Cities, I had the opportunity to visit Night Trains at Bandana Square. This is an annual production of the Twin City Model Railroad Club and is quite spectacular. The entire layout is running in subdued lighting with special trains for the holidays as well as the ordinary working

freights. The towns are decorated with Christmas lights and the riverboat keeps its paddle wheel churning the waters while the Dixieland band is providing music on board. Night Trains run through the end of February during the weekends.

Toy Train Division of the TCMRRC. While there, I visited the adjacent Chimneys. The Chimneys had been the machine shop for the Northern Pacific and is now home to the Toy Train Division of the TCMRRC. This is where the layout built by the members of WAMR finally arrived and is a prized member of the clubs displays. I can report that it is in excellent shape. And, the write-up of the origins and creation of the layout is most complimentary to our Club. The switcher runs around the layout in just over a minute. It runs so slowly with no effort that an out of condition "ant" could win the race. The display was "adopted" by two younger members who know how to keep it tuned and running at top condition. I will be providing a WAMR refrigerator car for an addition to its rolling stock to be prominently displayed on a siding when not in revenue service.

The Toy Train Division has a large number of outstanding displays as well as "hands on" trains for the young set to enjoy getting acquainted with the hobby. There is the Dunham operating display that was built by the Hollywood set designer for an individual who donated it to the club. I am told that the display cost over \$100,000 when built. This is museum quality work. There are two Lionel Dealer layouts (reproductions) that were used to sell Lionel Trains at stores in the heyday of Lionel. Then, there is the Ross layout that features all modern Lionel trains and accessories. It has been run so many hours that the Gargraves track literally wore out from use. There is a great display of Märklin trains and even a small N scale layout as well as static displays of collectable equipment.

The club offers "the Train Doctor" who will repair (at no charge) old toy trains which need "minor cleaning, tuning and service" while the owner waits. Major overhauls are not done. The club will also provide estimates of value for the curious wondering if they are sitting on millions with their "Old Trains". It also has an onsite library for use by the public on premises.

It is worth the time to stop in and visit. The Chimneys are open only on select evenings and weekends.

Have a wonderful Christmas and great New Year!

Ponderisms –

- Do illiterate people get the full effect of Alphabet Soup?
- All of us could take a lesson from the weather. It pays no attention to criticism.
- I used to eat a lot of natural foods until I learned that most people die of natural causes.

WAUPACA AREA MODEL RAILROADERS

SCHEDULE OF EVENTS

December 2012 through February 2013

December 2012

6 - Ryan/Arpad
13 - Gordy
20 - Roger - Ops
27 - Gordy

January 2013

3 - Jeff/Ryan
10 - Eugene - Ops
17 - Vance/Dennis
24 - Roger - Ops
31 - Arpad - Ops

February 2013

7 - Jeff/Mike
14 - No session - Valentine Day
21 - Pat - Operate
23 - *Saturday - Randy - Ops*
28 - Ryan/Vance

SHOW SCHEDULE

2013

January 19-20	Artic Run Train Show (WLD Board Meeting 1/15, Stevens Point, WI (layout displayed)
January 26	Great Tri State Rail Sale, La Crosse Center, La Crosse, WI
January 27	Christmas Party - Phil & Jane Gjevre
February 6-9	Northeastern Wisconsin O Gaugers Fun Run Train Show, South De Pere, WI
February 9 & 10	Barron County MRC Show, Rice Lake
February 16-17	Madison Train Show
March 9	Paper Valley Swap Meet, Appleton
March 9 & 10	High Wheeler Train Show - Paletine, IL
March 10	Metro Model Railroad Club Show, Cedarburg, WI
March 17 & 18	La Crosse Train Show
April 13 & 14	Happy Grandparents Model Train Show, Menomonee, WI
April 27 - 28	Titletown Green Bay Train Show
May 2-5	NMRA Midwest Regional Convention - Indianapolis, IN
May 11	WLD Spring Meet - Neenah
June 6-9	CNW Historical Society Convention -, Waterloo, IA
June 12-16	Thomas The Tank Train Show, National Railroad Museum, Green Bay, WI
June 15-16	Strawberry Fest, Waupaca, WI
June 22-30	TCA National Convention, St Louis, MO
July 11-14	Iola Old Car Show
July 14-20	NMRA National Convention - Atlanta, GA
August 10 & 11	Calumet County Fair Steam Engine Train Show
September 19-22	Milwaukee Road Convention - Rockford, IL
October 5 & 6	Marshfield Train Show
November 2	Winnebagoland Division Annual Operating Session. Location TBA
November 2	NEW O gauge Train Show & Swap Meet - Green Bay
November 9 & 10	Trainfest - Milwaukee

(Potential events) 2013

July	La Crosse Railroad Fair - Copeland Park
August	Summer Outing & Business Meeting -
August	Layout Open House Railroad Lodge - SSSMRE, Sheboygan
August	Clipper City Model Railroad Club Open House, Manitowoc County Fair, Manitowoc, WI
November	Duluth Railroad Show
September	Marinette Train Show
September	Soo Line Historical Society Convention -
September	Minoqua Train Show
October	3rd Annual Hope Train Club Show & Sale, Wesley Center, Waupun, WI
October	NMRA Winnebagoland Division Fall Meet -
October	Cedar Creek Central Model RR Show & Swap Meet, Cedarburg, WI
November	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: Ryan (Chairman), Pat L, Randy, Dean



**16th Annual
Model Railroad Show and Sale**

Arctic Run 2013

January 19 – 20, 2013

Stevens Point, Wisconsin

Holiday Inn – Convention Center Hotel

**1001 Amber Avenue
Stevens Point, WI 54482**



More...Space...Layouts... Vendors

Admissions: \$3.00 Adults \$2.00 Ages 11-16

Sponsored by Central Wisconsin Model Railroaders Ltd, a non-profit educational organization. Contact Phil Gjevre for layout or vendor information (715) 341-8228 or email phil.jane.gjevre@charter.net.

Our proceeds, after expenses, support local non-profit organizations.

**Saturday
Sunday**

**9 AM – 5 PM
10 AM – 4 PM**



Sponsors: Spectra Print; Portage County Historical Society; Holiday Inn; Central Wisconsin Model Railroaders

Northeast Wisconsin "O" Gaugers present

Trains At Work

February 6th through February 9th, 2013
At the



1315 Lime Kiln Road (Cty Hwy GV) Green Bay
Approximately 1.5 miles north of 172 – Across from Packerland Packing

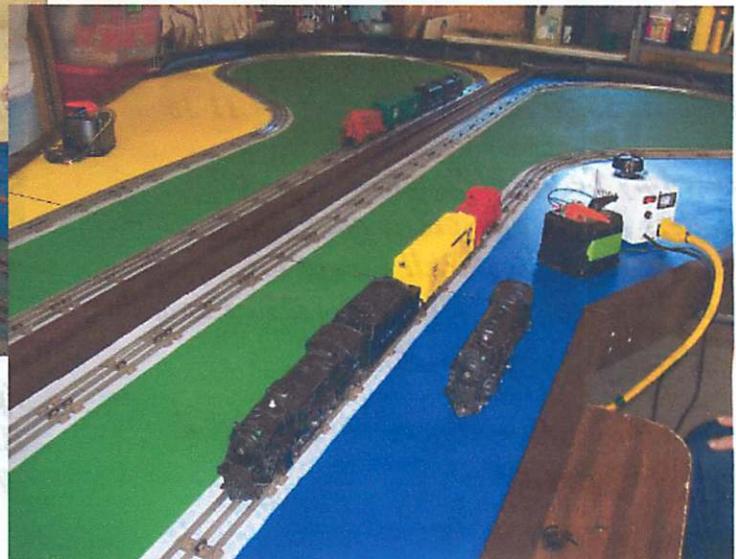
Free Admission! – Donations Appreciated

- See our **HUGE 35' x 70' operating** model railroad layout
- Kids! Race a real model train on our 8' x 24' Model Railroad Race Track!
- Bring the Kids, Wife/Husband, Grandma/Grandpa, Boyfriend/Girlfriend, and Yourself



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Thursday, February 7.....10 AM – 7:30 PM
Friday, February 8.....10 AM – 7:30 PM
Saturday, February 9.....10 AM – 7:30 PM

(Trains will be operating continuously during this schedule.)



For more information please contact:

- Mike Conard at mikeconard@yahoo.com
- Jim Bastain at Dbastain101@tds.net
- Visit our website: newogaugers.org