

WAMR/NMRA 75 Legacy

Milwaukee, Wisconsin



A Pictorial History of the Waupaca Area Model Railroader's participation in the National Model Railroad Association's 75th Anniversary Convention in Milwaukee, Wisconsin, July 11-17, 2010

Waupaca Area Model Railroaders

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From the Editor

I'm not sure when the club first found out that Milwaukee was going to host the National Model Railroad Association Convention in 2010. My only hope was to dig back into the archives of the club's Schedule of Events. The earliest schedule I found was from August 2006 to January 2007. The line in the show schedule read as follows:

“July 3-10, 2010 NMRA Convention (Layout tours & Layout displayed?) “

Milwaukee lobbied hard to get the show because it would be the 75th anniversary of the founding of the NMRA...right here in Milwaukee, Wisconsin. It would be 75 years after the Model Railroad Club of Milwaukee invited enthusiasts from clubs in Columbus, Ohio, Pittsburg, New York and Detroit to meet at the Milwaukee Union Terminal O-Scale Club to operate their trains and discuss the hobby. At that time this fledgling hobby had no manufacturing standards and enthusiasts found they could not run their trains on someone else's layout.

From that meeting a standards committee was formed and so began a long list of accomplishments the NMRA has achieved. Rotating annual conventions were started. Standards were set for different scales, couplers, wiring diagrams and symbols, operating voltages, and other technical items. Contests and achievement programs were added in 1961. NMRA grew to be a worldwide organization. Many of our members are also NMRA members.

Did you notice we had the convention dates wrong? But whatever the dates, we knew we wanted to participate. We let the organizing committee know of our interest and began getting ready, even before we knew there would be a role for us. For four years extra effort was put into getting personal layouts ready. The portable layout was updated, refurbished, expanded and improved. In early 2009 we submitted proposals for layout tours and the paperwork to have our portable layout included in the National Train Show portion of the convention. True to our club's personality, members helped each other get ready, giving many extra hours of assistance.

The Waupaca Area Model Railroaders hosted the Midwest Division's 2008 Spring Meet...as a dry run and tune-up for the National Convention. By June 2009 we received word that two of our three proposed tours had been accepted. Like our area, other areas also received word that there were too many proposed tours and some would have to be cut. Work continued on the accepted tours. Work also continued on the portable layout so we were ready when in April 2010 word came that our layout was invited to be part of the convention's National Train Show. This was the third time the WAMR layout would be at a national convention. The first time was in Denver, 1991. The second time was in Madison, 1997.

The convention is now history but lives on as pleasant memories of good times, satisfaction, and success for each of us personally, for WAMR, and for the Milwaukee organizing committee. This book should help us relive those good times and keep the memories alive.

Gordy
Gordy Sauve

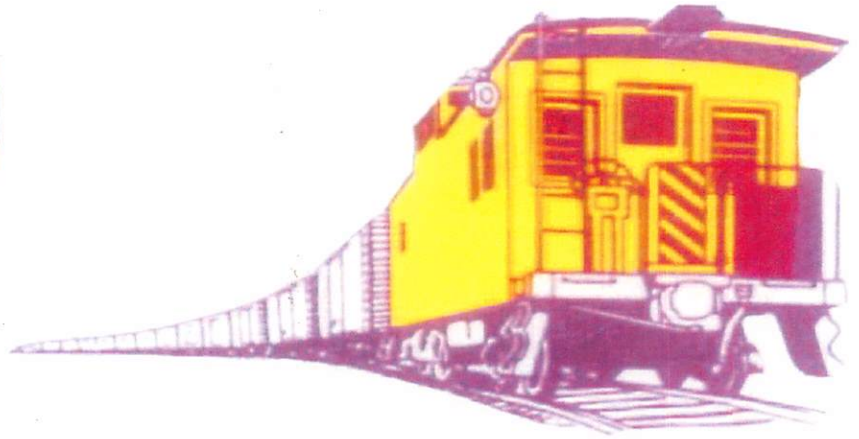


Waupaca Area Model Railroaders
Waupaca Wisconsin

Dedicated to all the members of the
Waupaca Area Model Railroaders
who individually and unselfishly
contribute their time and talents
to the success of the club.

Waupaca Area Model Railroaders Ltd
Waupaca, Wisconsin

Amherst Junction Shortline Railroad Press
Amherst, Wisconsin



WAMR/NMRA 75 Legacy

Milwaukee, Wisconsin

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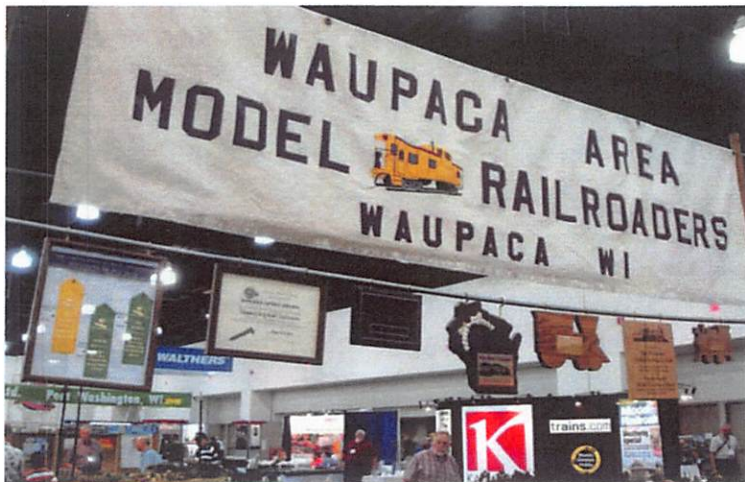
Roster

Photo Credits: Pat Smith, Pat Lyons, Gordy Sauve, Lynn Draper, Arpad/Sue Eiler,
Dave Rickaby



Waupaca Area Model Railroaders Modular Layout (HO)

In 1991 when the layout was three years old, the Waupaca Area Model Railroaders proudly packed their modular layout into its own



trailer and headed to Denver to show it off at the NMRA's National Convention. It was a pioneer at that time. Instead of being designed with inter-changeable member owned modules and tracks spaced to

NMRA specifications at the front of the module, it was designed as a continuous running folded figure eight with one theme and all modules owned by the club. Club members wanted to eliminate the "race track" format and having member owned module themes clash...mountains next to deserts with no transition module and the like.



Over the intervening years it received four additional side modules that included an expanded yard and a long wooden trestle. Four end modules widened out the layout and allowed for the addition of the Knowlton/Wausau/Rothchild/Weston peninsula.

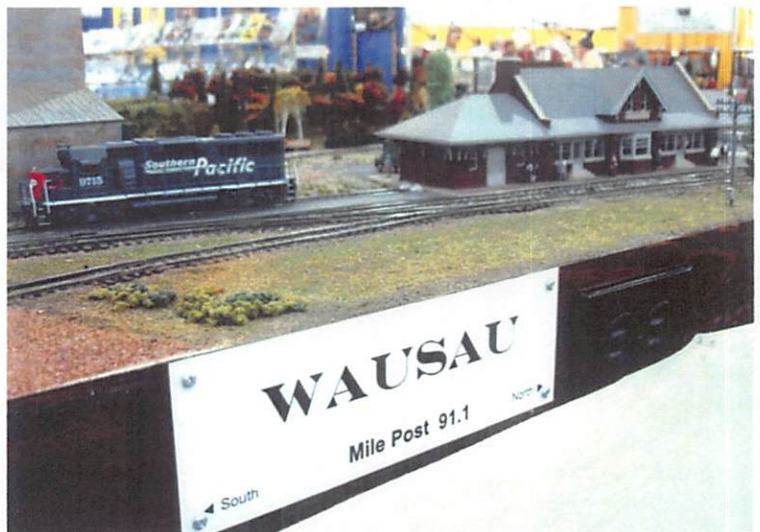


Steel frames on casters make wheeling it in and out of shows easy. The swing gate automatically stops trains from diving to the floor when a member enters the center of the layout. It also received the most up to date electronics with the addition of Digitrax DCC.

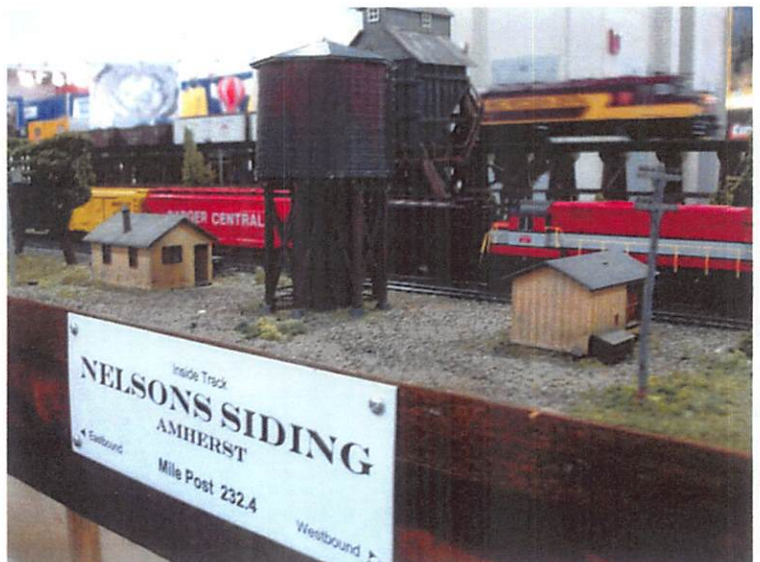
During the last three years the layout has received new legs, a new Wausau module complete with roundhouse, turntable, station, ground cover, landscaping and vehicles. The yard was expanded, sidings were added, new businesses were opened, roads repaved, the utility replaced power cables and new wiring was added. Track crews re-ballasted, scenery crews re-landscaped and maintenance crews



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



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



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

It made the first trip in a converted camping trailer with custom designed racks. The modules, controls and boxes of buildings just fit...with the help of a shoehorn. It also out grew the second trailer, the one that took it to Madison, Wisconsin in 1997 for its second national convention appearance.



By invitation of the National Train Show, part of the NMRA convention, the layout appeared for the third time at a National Model Railroad Association Convention, this time in Milwaukee. It arrived at the convention, NMRA75, in a new third trailer, a shiny red one with a ramp that allows the modules to glide into position for safe travel. The layout and the club were rewarded with a location close to all the action...just inside the main entrance.

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



Other Convention Happenings ---

Club Members represent "The Goat" at NMRA75



Member Pat Lyons and his son John stopped by to discuss the convention with Phil Gjevre

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

Club Member Launched Rail Horizons

Member Pat Smith and local Neenah artist, Todd Opperman teamed up to provide custom painted backdrops for model railroaders of all scales. Pat and Todd promoted their new venture at the National Train Show. Rail Horizons was created to provide an alternative to generic backdrops or those with inconsistent light angles, poor shading and questionable perspectives, or lacking realism and/or any sort of impact. No two Rail Horizon backdrops are ever alike, so the modeler won't see their background on someone else's layout.

Rail Horizon's backdrops are original artwork with beautiful coloring and incredible depth, providing stunning realism designed to make

the modeler's railroad come to life in the time period they are modeling. Using Rail Horizon's custom designs, the modeler can



place landmarks, buildings and landscape features where they want them, not where the "printer" put them. The impressionistic style is designed to blend in, not overpower the rest of the modeler's layout. Each of Rail Horizon's flowing backdrops is an original.





Layout Tours - Wednesday's Fox Valley Limited & Thursday's Waupaca Corridor

As D-Day drew near there were moments of frustration, panic, exasperation, and anxiety. However, by the end of Wednesday and Thursday's successful layout tours those feelings were replaced by pride and a sigh of relief. And it was all worth it!



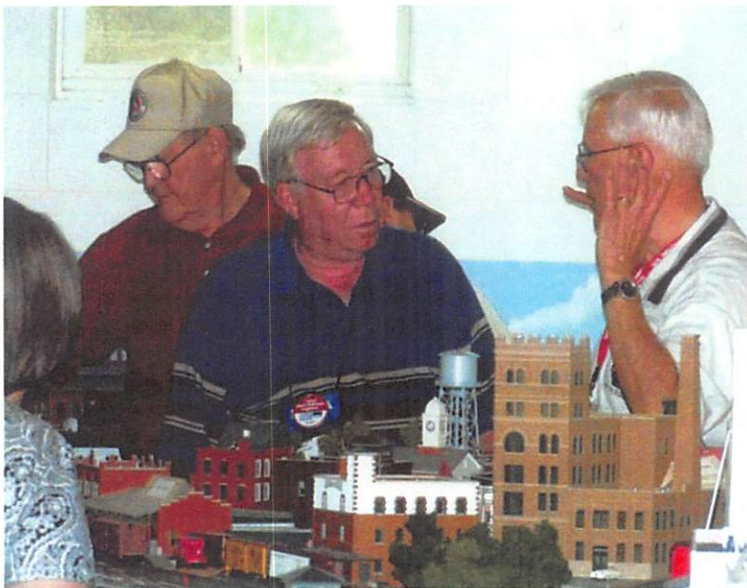
Two busloads of conventioners (102) traveled to Central Wisconsin to visit eight member's layouts.

Fox Valley Tour. Wednesday's tour included two non-WAMR layouts, those of Joel Weeks and Paul Hillmer. WAMR layouts open included:

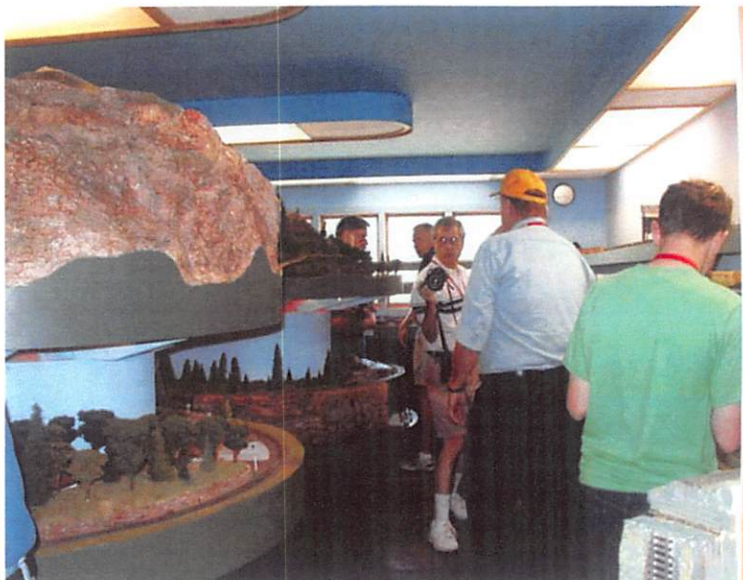
- Pat Smith's – California's Cajon Pass (HO)
- Pat Smith's – RH & PAW Garden Scale Railroad (G)
- Eugene Much's – Little Wolf Central (HO)
- Gordy Sauve's – Amherst Junction Short Line (O)

Waupaca Corridor Tour. Thursday's tour was all WAMR members layouts. Open Layouts included:

- Lynn Draper's – Fremont & South Park Railroad (HO)
- John Poris' – Johnstown, Roseville & Western (HO), and Dogwood Southern (HO)
- Arpad Eiler's - Great Freedom Railroad (HO)
- Dave Johnson's – Der Bahnhof (G)
- Pat Lyon's – The "Q" – CB&Q Railroad (HO)



People viewing the layouts came in all sizes and shapes, ages and places...Hawaii, California, Illinois, Wisconsin, Florida, Michigan, Minnesota, the Carolinas, New York and New England, the Gulf Coast and Texas. Husbands and wives, and families came. One family came from Costa Rica (including a very interested 12 year old son and two teenaged daughters).



Dave Johnson and Pat Smith graciously hosted "lunch hour" for tour guests. The weather cooperated and Dave's guests were treated to his beautiful lake setting while they ate and relaxed. Some even dangled their feet in the water. Dave also provided an added attraction by showing guests his collection of railroad dinnerware and memorabilia.



Pat's guests enjoyed their box lunches on his deck while watching the garden railroad wind through the shrubs and flowers.

True to our club's camaraderie, layout owners received many extra hours of help from club members as they prepared for their layout tour. On show day member assistance made sure guests were treated to a good show.



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



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

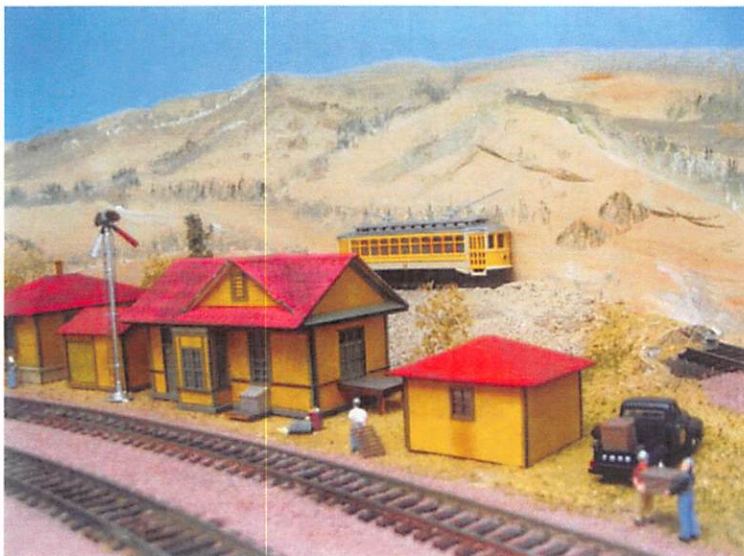


There were eight presentations like this over the two-day period. At the end of each open house, layout owners were presented an NMRA75 appreciation plaque. Here Arpad is shown receiving his plaque from bus tour guide and member of NMRA75 executive staff, Harry Grieshaber.



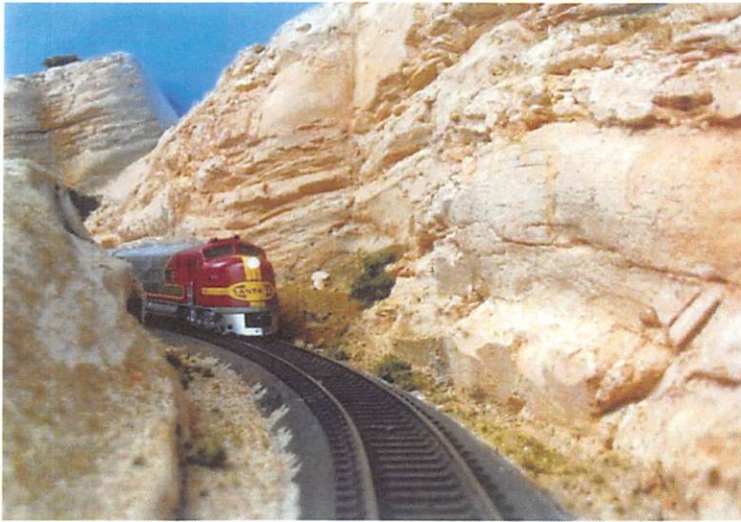
Pat Smith's – California's Cajon Pass (HO)

The Cajon Pass is the primary gateway across the mountains in south-central California, to and from the Los Angeles basin. Pat modeled the Cajon Pass as it was in 1960 when it still had only two mainlines.



Both the real Pass and Pat's layout have very little switching, but LOTS of heavy mainline through-trains with helpers added and cut off at various locations.

Pat has always been attracted to the Santa Fe Railroad and western scenery. In the 1950's Pat and his dad had a "large" 10 x 10 American Flyer Santa Fe layout. He waited for years to get going on his own



setup but, lots of other things kept interfering. He told his wife that someday he would have a "killer" layout..."you'll see!!"



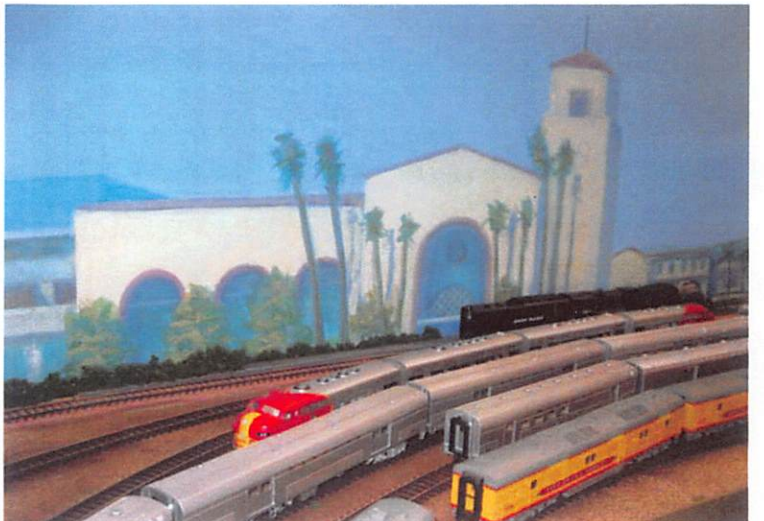
In 1997, after building their new home (a roof to keep water off the trains) Pat asked his friend Stephen Priest, to draw a track plan for the basement. Stephen is uniquely qualified in all the world to do this. He has been an architect, engineer and conductor on the Santa Fe system.



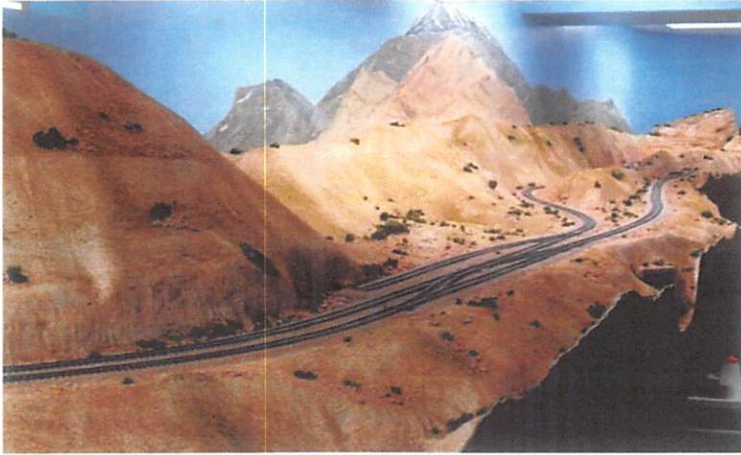
He has written numerous books and is current editor of *Scale Rails* for the NMRA. His layout was a cover story featured layout in *Model Railroader* a few years ago.



Pat's layout is basically a point to point from Los Angeles to Barstow with extensive staging.



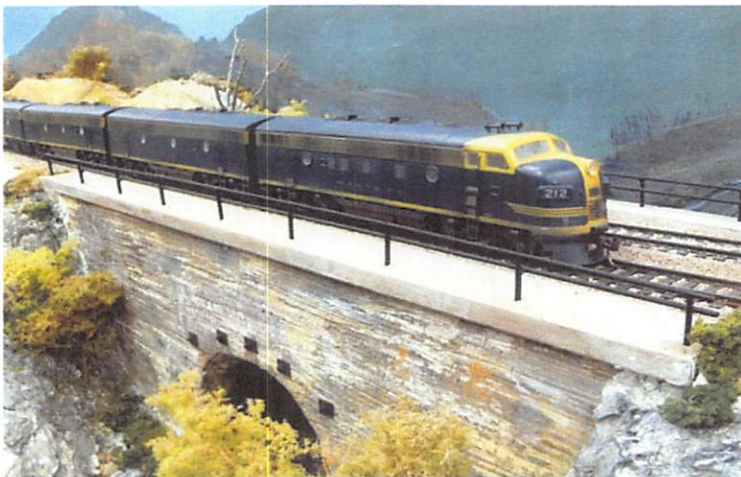
There is also a continuous run available. But the real action is the trains as they struggle to crest the Pass at Summit.



Leaving San Bernardino heading east and Barstow heading west helpers are added with separate crews to keep it interesting. At Summit the helpers are usually, but not always, cut off and return to their base. Sometimes they need to stay on for downhill breaking. Throw in lots of traffic with slow 3% grade speeds and things get



complicated. Add in major yards to build up and break down the trains and deal with entrances from staging and you soon see that a lot of yardmasters, switchmen and engineers will be kept busy.



Pat has made about six trips to the Pass and has found the researching and history to have been one of the most rewarding areas of this entire project. The more he learns the more he finds that he doesn't know.



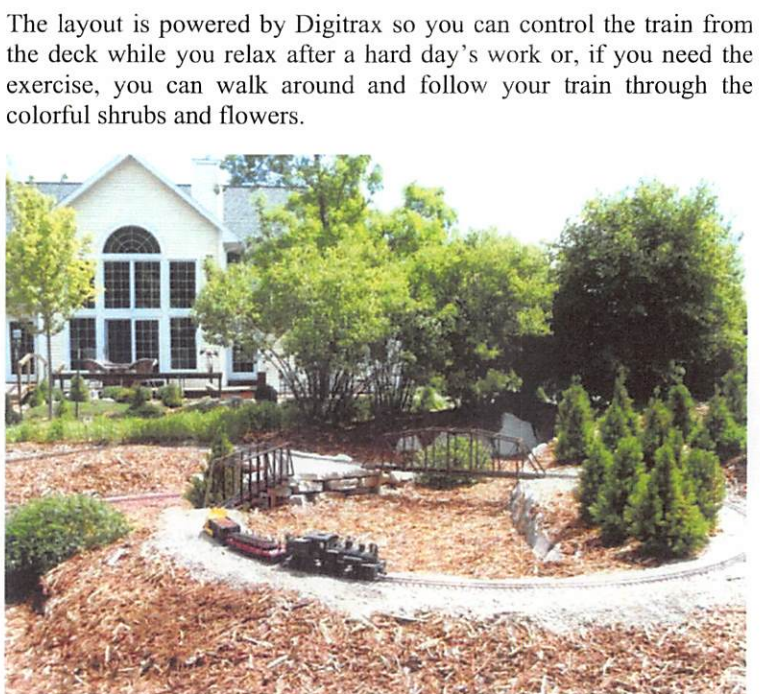


Pat Smith's RH & Paw Garden Scale Railroad (G)

Pat's free-lance 40' x 50' garden railroad is set in the foothills of the western United States.



The mainline or outer loop typically runs Santa Fe freights powered by a massive Mallet steam loco. An RS-3 is occasionally substituted.

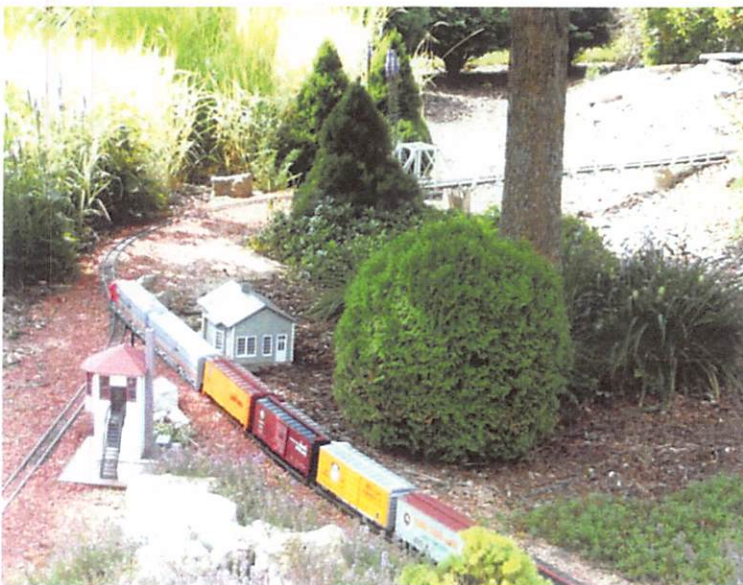
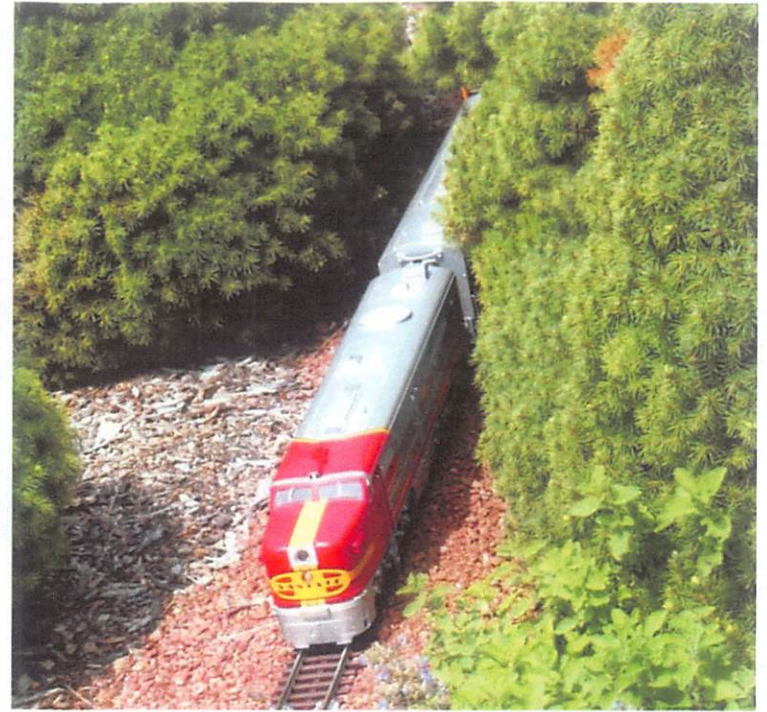


The mainline is about 300 feet with a branch logging line adding another 200 feet. Other track adds another 150 feet. The logging branch line operation runs into the hills using tired, but willing Shay power. Logging continues in all but the worst winter weather.

The layout is powered by Digitrax so you can control the train from the deck while you relax after a hard day's work or, if you need the exercise, you can walk around and follow your train through the colorful shrubs and flowers.



There are numerous bridges, trestles, and stone cuts. Continuous elevation changes on both lines and a waterfall add considerable interest.





Eugene Much's Little Wolf Central (HO)

The Little Wolf Central represents the Green Bay Western between the Kewanee yards at Kewanee, Wisconsin in the east and Whitehall in western Wisconsin. In the late 1990s the Little Wolf Central bought the Ettrick and Northern Railroad out of receivership and now operates it as a division of the Little Wolf Central.

GREEN BAY & WESTERN RAILROAD was organized to capture trans-Mississippi River trade for its fabulously wealthy owners. In the mid-20th century it emerged as a time saving bridge

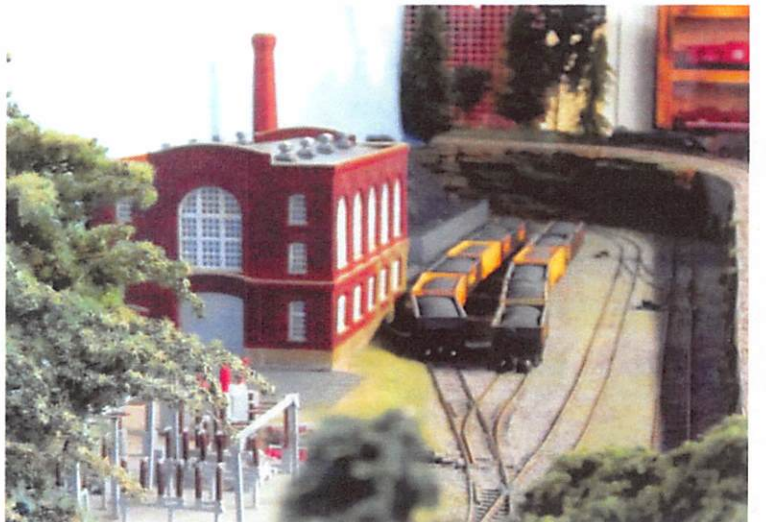


between northwest and eastern states. The GB&W starts in the Kewanee Yard where it serves car ferries, then heads out to Green Bay's Norwood Yard, the Car Shops and Engine facilities.

From these facilities trains move out to service paper mills, a soap factory, meat packing plant and a foundry. At Black Creek it services a feed mill, lumber company and a fuel depot.



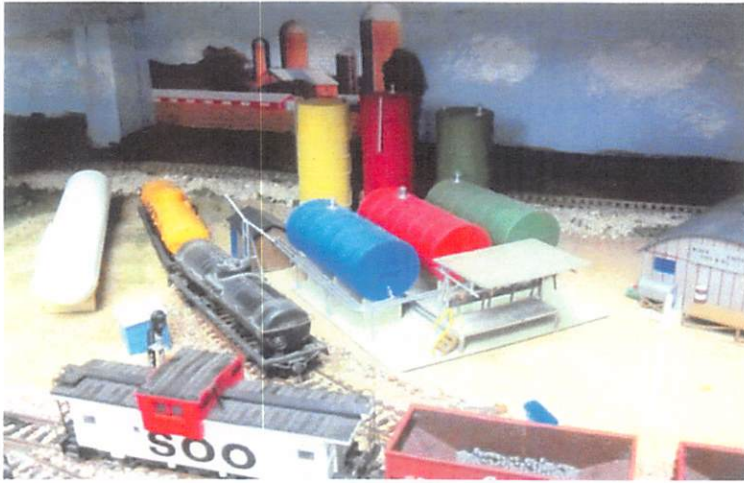
Reaching Manawa, its hometown, the GB&W delivers fertilizer and grain to the feed mill, and powdered milk, sugar and butter to A Strum and Sons. They also pick up finished food products from Sturm that are shipped to the military and exported to other countries. As the train continues on it delivers oil to an asphalt plant in Ogdensburg.



At the Little Wolf Junction interchange, the GB&W heads to Wisconsin Rapids to service the paper mill and deliver coal to Wis-



consin Power and Light. En route to Wisconsin Rapids they stop at Cliff's Saw Mill for finished lumber to deliver to clients like Ashley Furniture at Ashley.



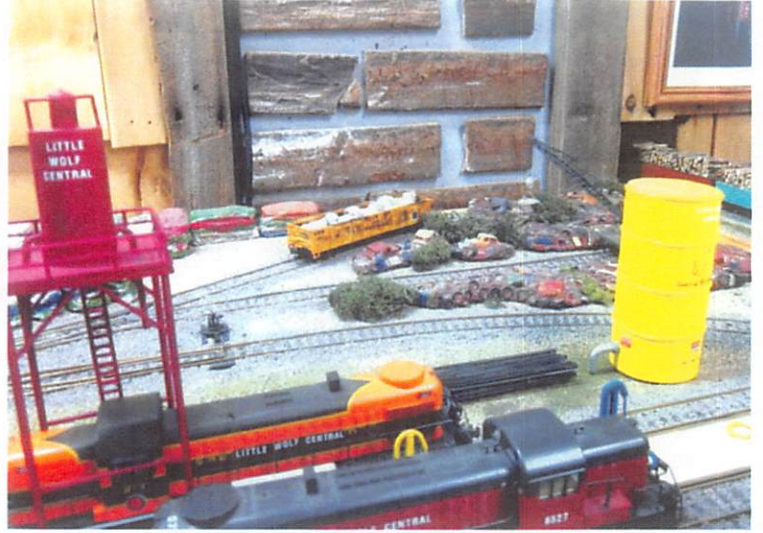
On their way to Blair, the end of the GB&W line, and its junction with the Ettrick & Northern they will pick up sand and ballast at Badger Mining.



At the E&N yard they pick up grain, cattle and paper goods to be delivered on the return trip.



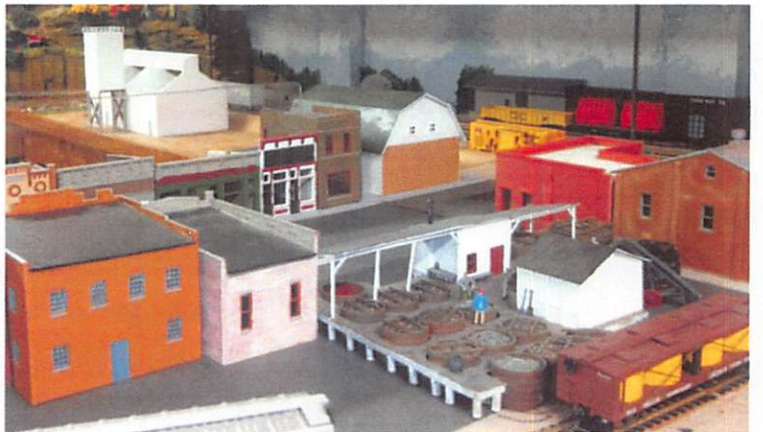
LITTLE WOLF CENTRAL RAILROAD. The LWC is a fictitious railroad based in our hometown and serves the surrounding area. The



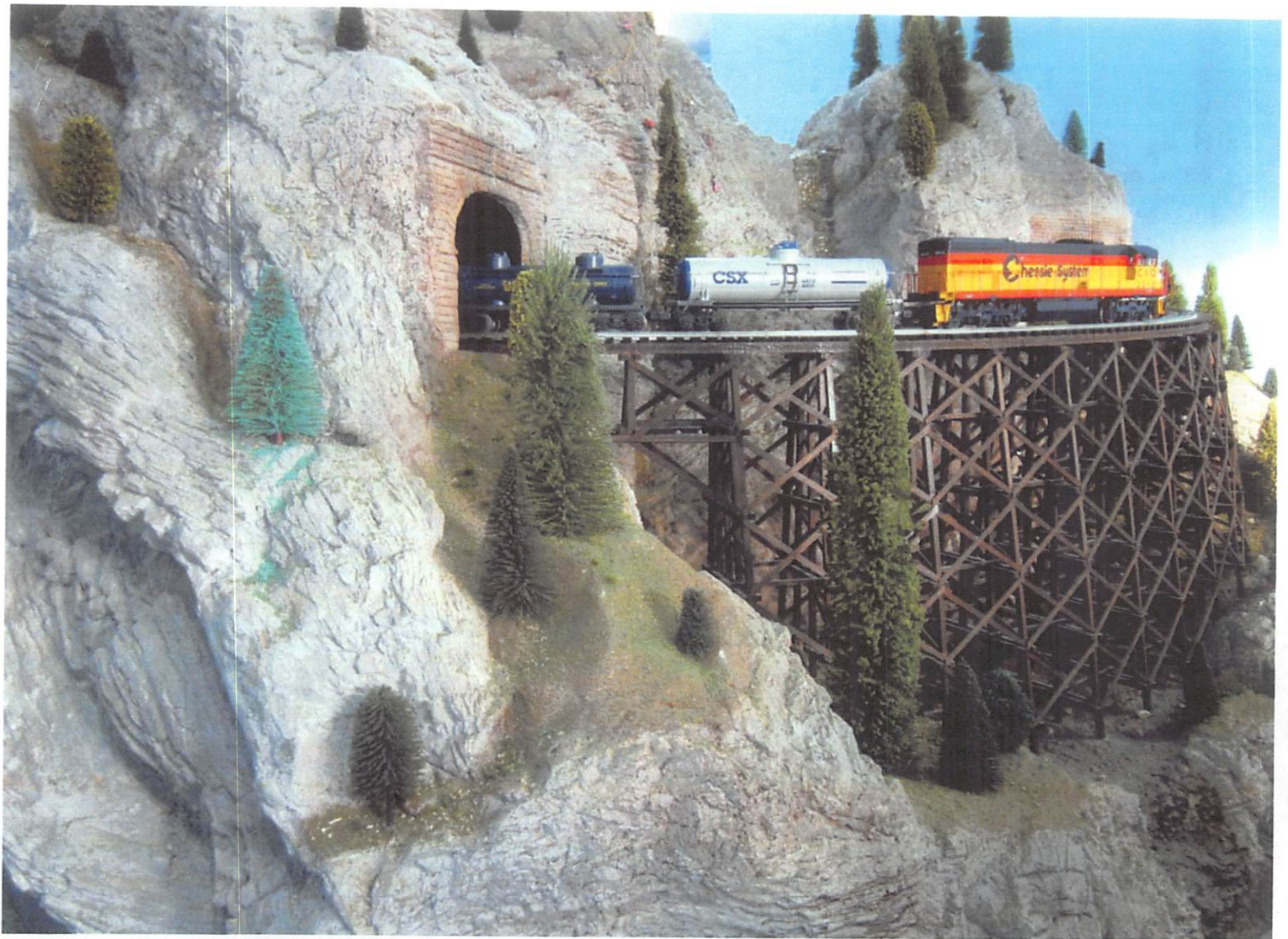
road was started in January 1998. Its colors of red and black are based on the school colors in the township of Little Wolf. The railroad services Much's Potato Chips, Lindsay's Little Wolf Lumber, Anthony Potato Farms, Country Valley Coop, Sells Salvage, Northland Paper's Chipping Mill, Union Concrete and Kelley's Stockyard. The LWC operates the Ettrick & Northern Railroad as a wholly owned subsidiary.

ETTRICK & NORTHERN RAILROAD. The E&N was organized in September 1916 to run from Blair to Ettrick, a village in Trempealeau County. Men and mules moved dirt from the great hill that separated Ettrick from Blair. Locals were hopeful completion of the road would allow them to receive grain more rapidly and that cattle would get to market quicker. In 1936 GB&W retired its E&N interchange.

In 1999 the LWC bought the property and its physical assets. The main reason for the "rebirth" of the railroad was to stem the rising cost of fuel, but also to serve as an interchange point with many other railroads. The LWC retained the E&N's name and colors of lime green and plum crazy purple. Industries serviced include Ettrick Paper, Ettrick Power and Light, Trempealeau Cold Storage, Mark's Leather & Tanning, Hook Grain and, Casey & Peterson Woolen Mill.



This freelance point-to-point Digitrax controlled layout operates 792' of track that winds through three rooms (2) 15' x 14', and one 14' x 14', where some of the bench work becomes double decked. Equipment includes almost 50 ALCO engines and over 1000 pieces of rolling stock.

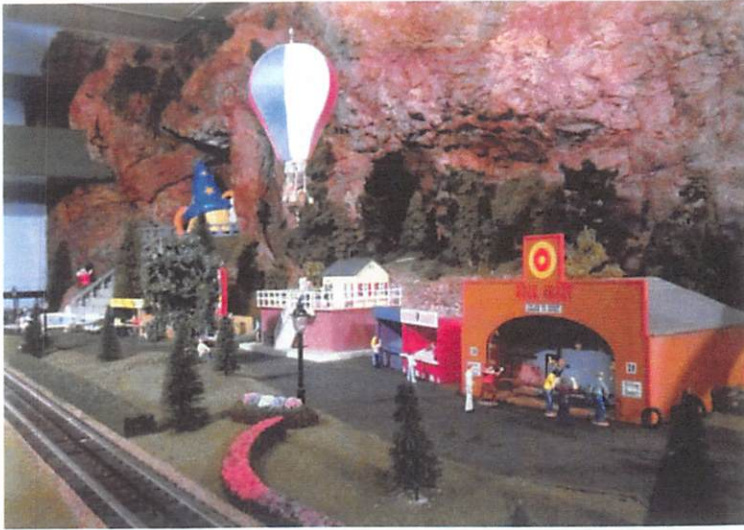


Gordy Sauve's Amherst Junction Short Line Railroad (O)

The Amherst Junction Short Line, a fictitious Chesapeake & Ohio free-lance railroad with six scale miles of track, is the culmination of 42+ years of model railroading. It is a two-story, multi-level linear design.



The cantilevered second and third levels are suspended on custom-built "L" brackets to create a bowl effect with no view obstructing supports. Gordy chose to design his layout to simulate reality incorporating his many animations into themed dioramas.



The animations that bring the layout to life are wired to allow visitors/club members to operate them. During operating sessions, operators can load and unload train cars and make up trains.



You can follow the trains as they travel to and through the 16-ring helix, entering and exiting at any of four levels on two floors. You



can watch the train close up and personal on four rings (ninth through twelfth) that wrap themselves around you and the spiral staircase as they and you travel between floors.

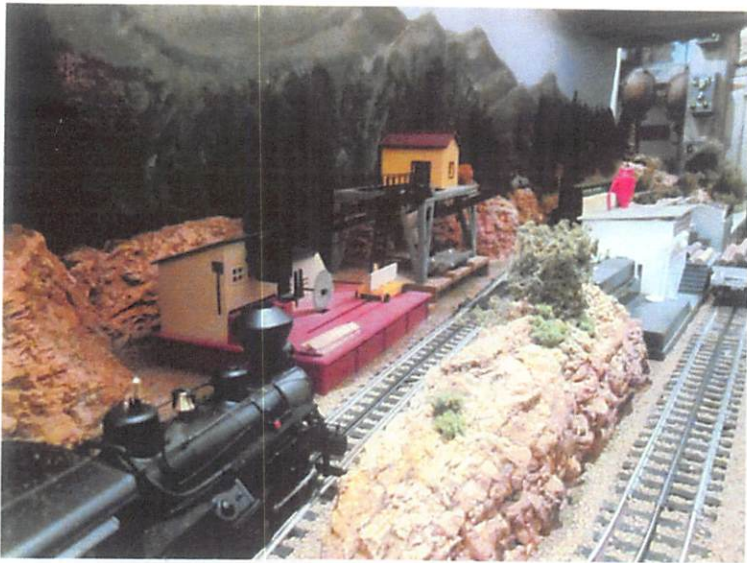


Layout centerpieces are Princess Tracy's Fantasyland, a Disneyesque theme park, Lionelville, an elevated streetcar, a subway, a monorail, and an airport.



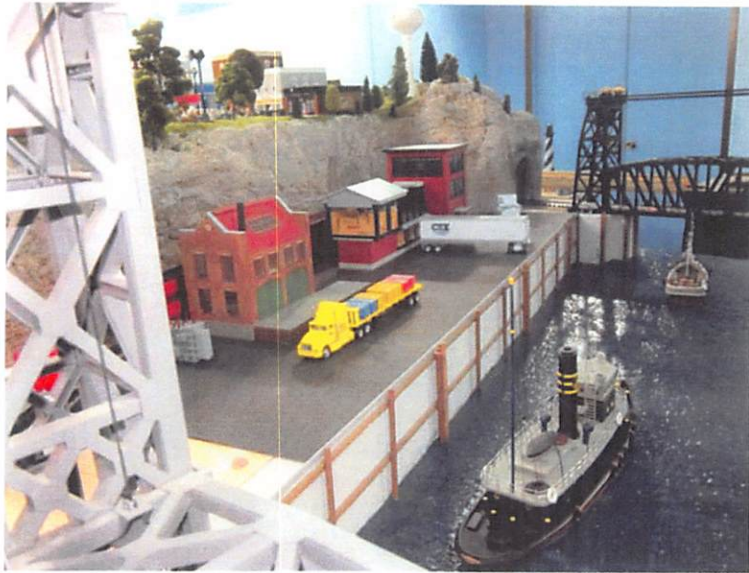
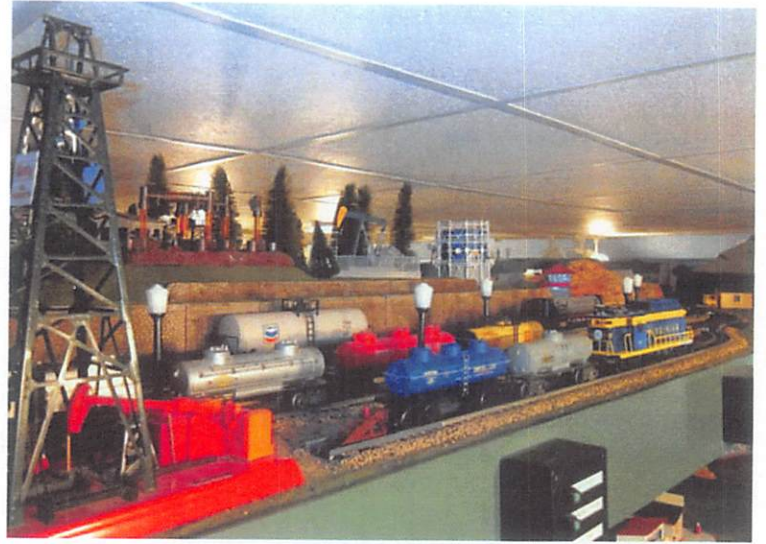
There are numerous operating accessories for mining (iron, coal and limestone), logging, petroleum and agriculture; and manufacturing





operations (electricity, paper, steel, oil and food), plus two busy intermodal yards.

Numerous bridges and trestles help the railroad over hills and valleys and through mountains made of a ton (2,000 pounds) of plaster.



The Tomorrow River, its tributaries and six waterfalls flow through Amherst, past Cape Kennedy, through Lionelville's industrial park and into Lake Superior at Duluth.



There are two+ miles of wire that make everything come to life. Controls are Lionel's TMCC and Legacy systems.





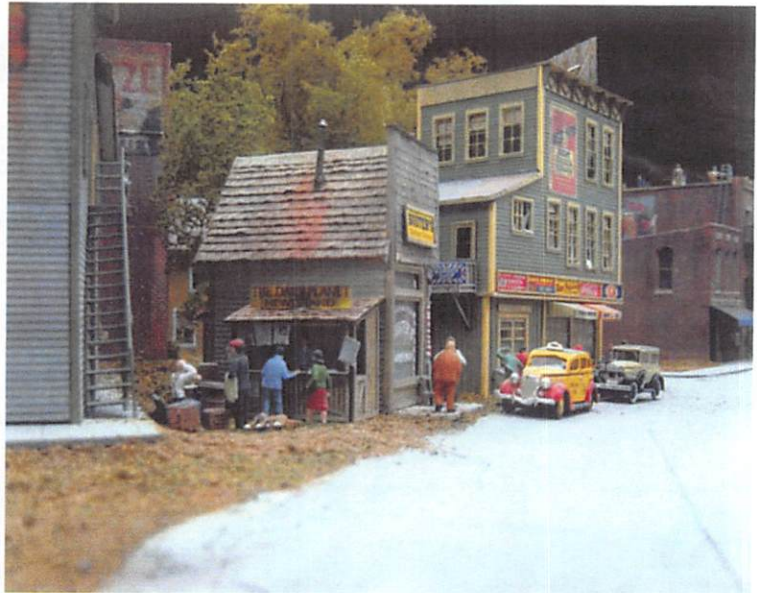
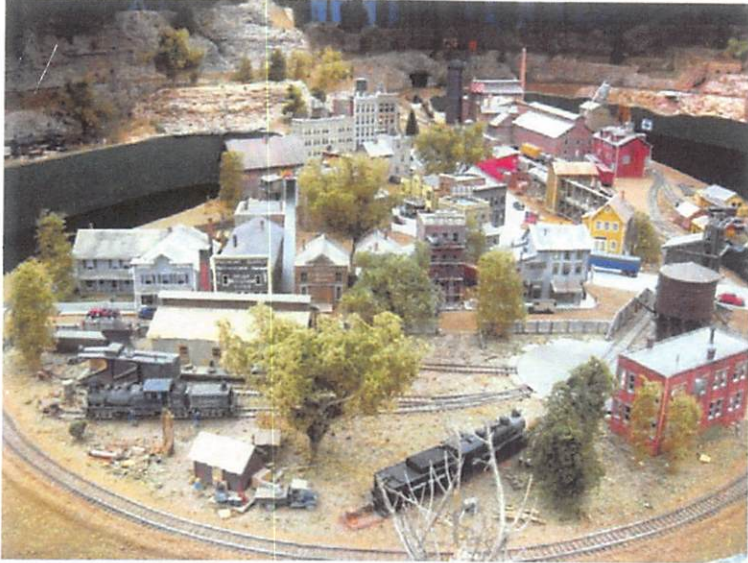
Lynn Draper's Fremont & South Park (HO) & (HO_{n3})

The Fremont & South Park is a fictional railroad set in the Colorado Rocky Mountains during the 1940s. Its 200' HO mainline winds through canyons, over rivers and across a three-foot high wooden trestle.



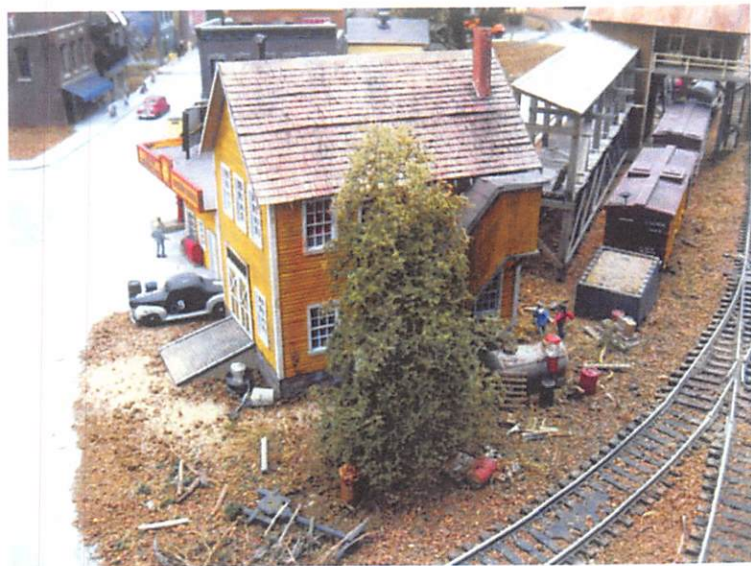
The F & SP connects to the rest of the world through an interchange with the Union Pacific Railroad.

The main town of Fremont boasts a lumber mill. The town itself takes up a 5' x 12' peninsula in the center of the layout room.



The layout is super detailed museum quality with many individual scenes. Buildings include scratch built, kit-bashed, and kits from many manufactures.



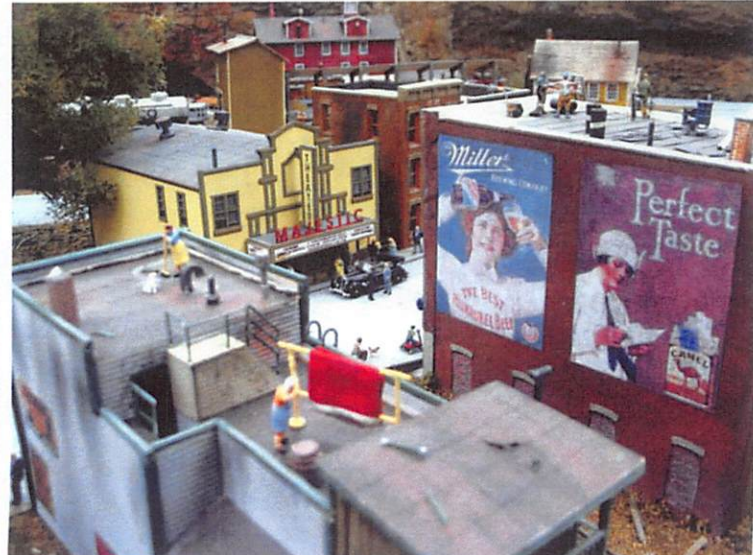
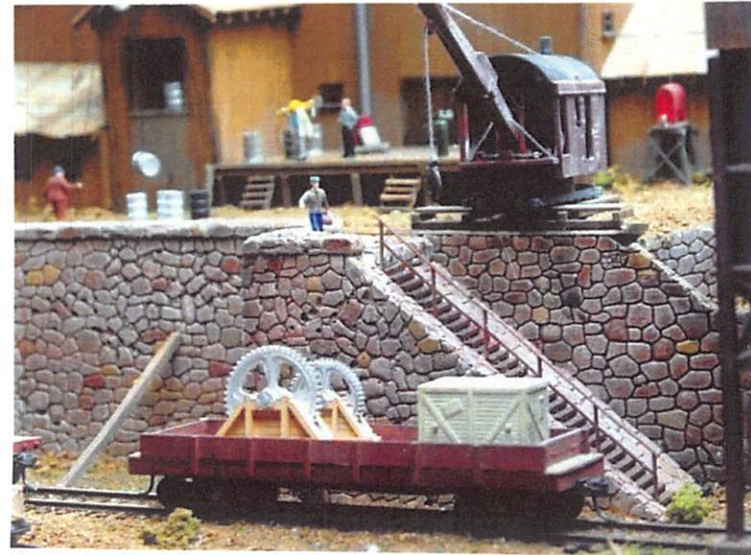
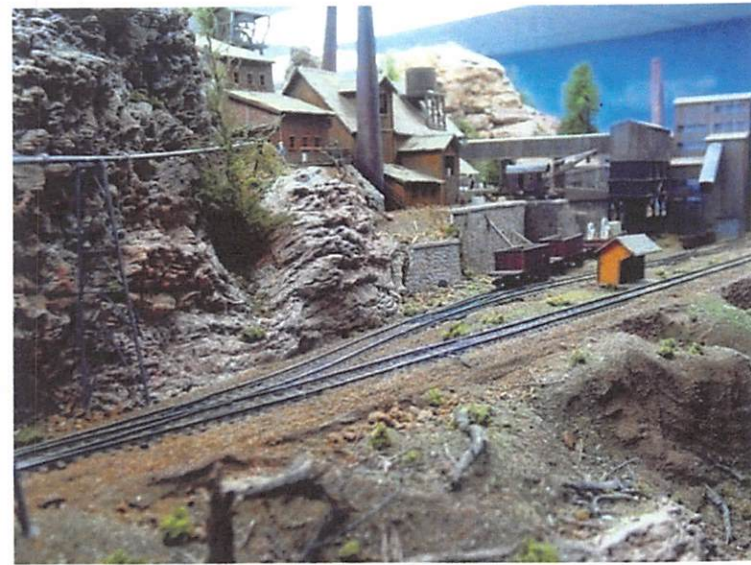


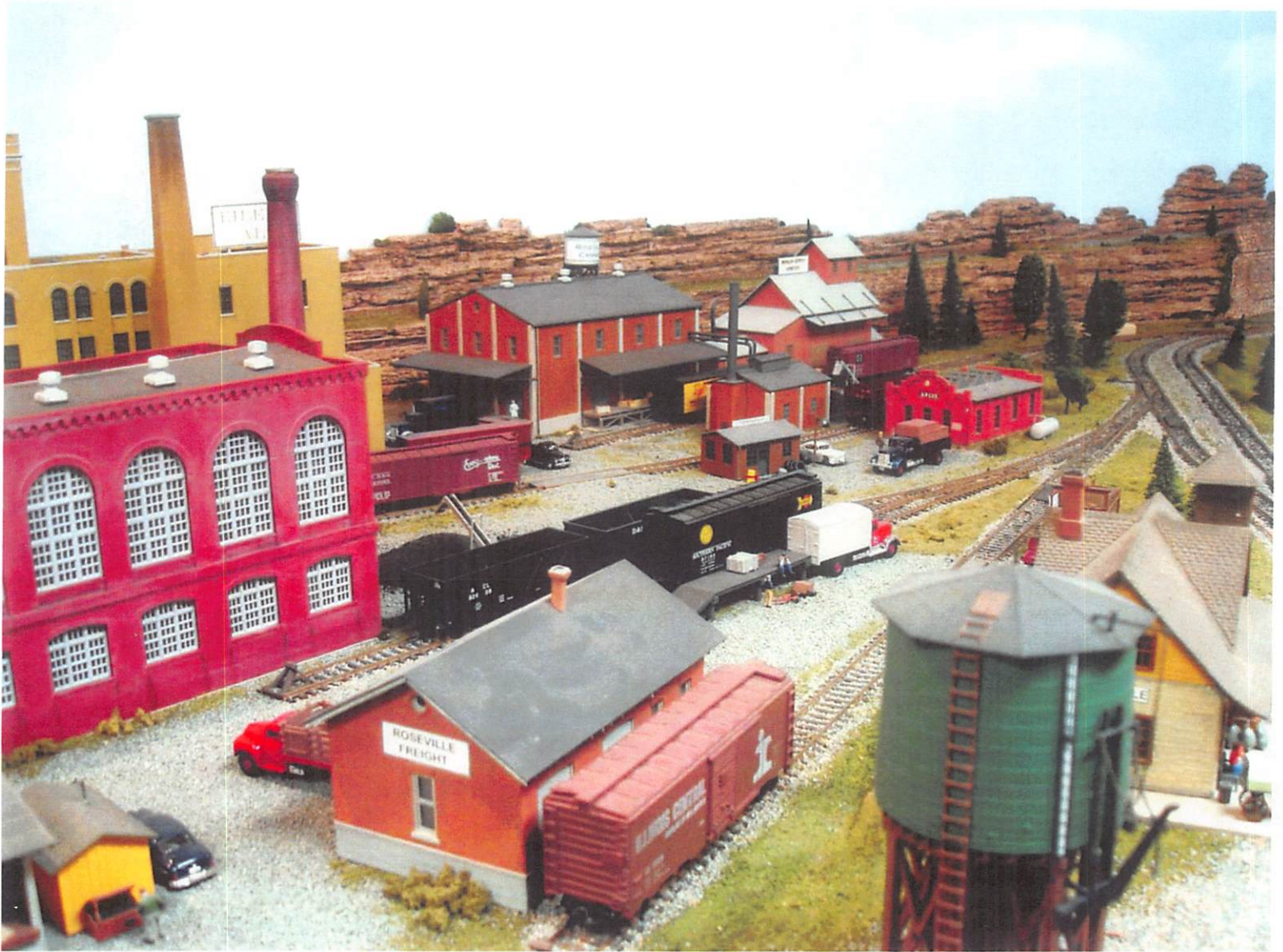
A 35' long, four-foot high mountain ledge connects a second peninsula containing a large thriving mining community that includes two stamp mills. There is also a logging community in the mountains above this town.



There is close to a ton (2,000 pounds) of plaster in the mountains that surround Fremont and South Park.

The Jenny Lee Mine operates high in the mountains above Fremont and is serviced by a mainline siding.

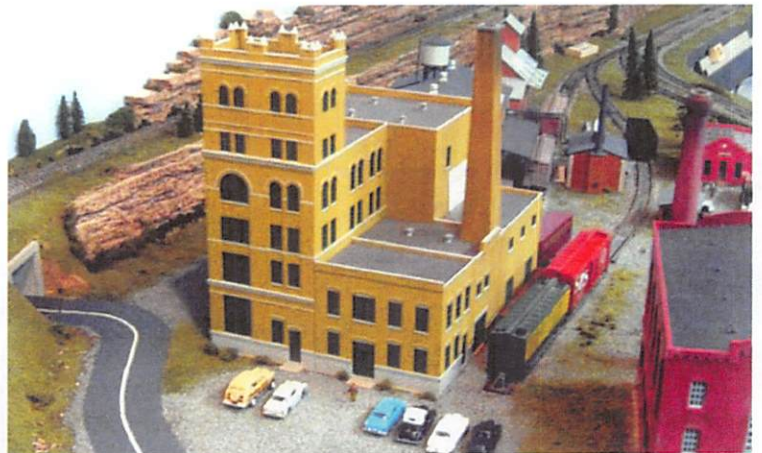
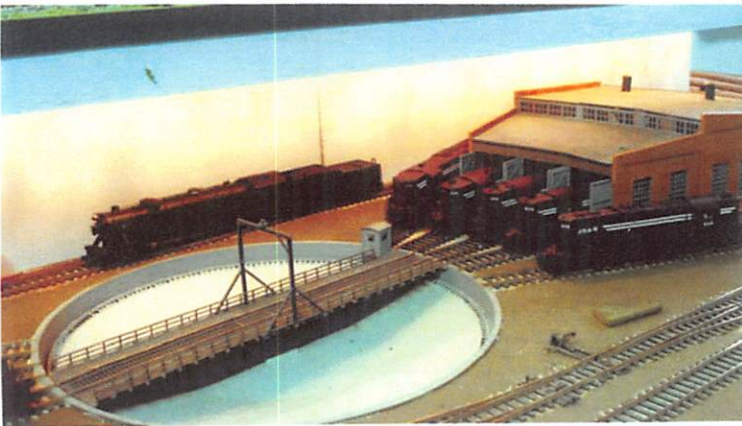




John Poris' Johnstown, Roseville & Western; and Dogwood & Southern (HO)

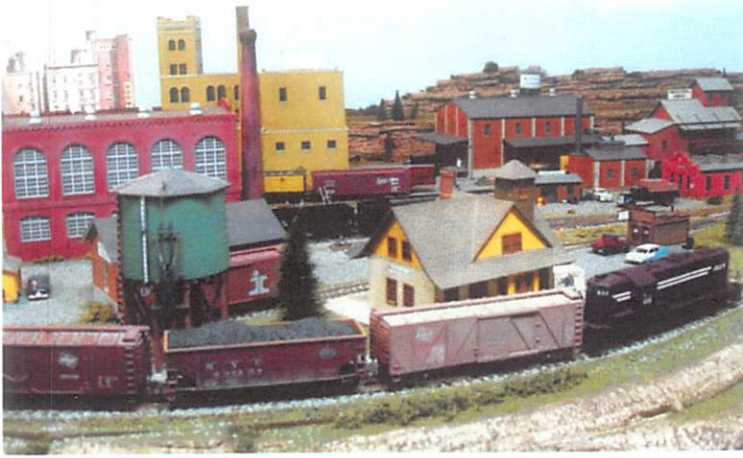
John's tri-level 25' x 25' layout is a joy to operate. Four to seven two-man crews can run between two and three hours using car cards and cordless Digitrax (DCC) controls.

The layout is point-to-point with connecting staging for continuous running. The 250' mainline on two levels represents railroading in the early 1950s. The third level branch line connects with the mainline at two interchanges.

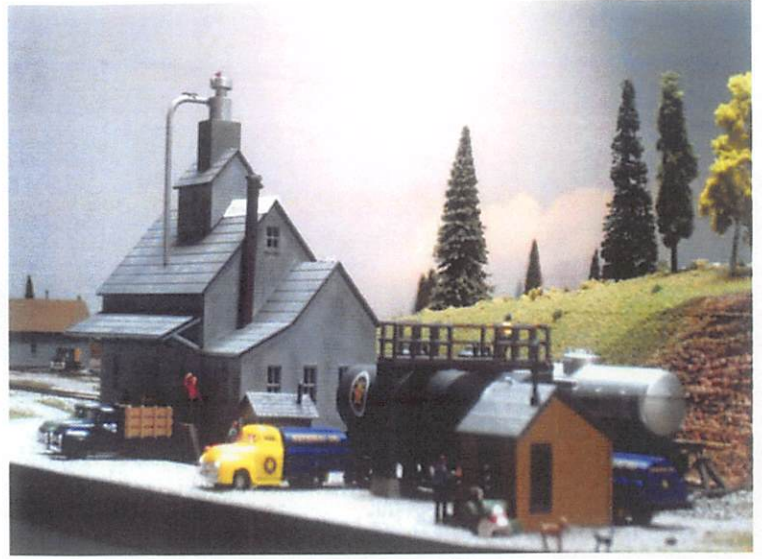


Engines on both lines are mainly GP7, GP9, and RS2, with a periodic use of steam when power is at a premium.

Johnstown has two freight yards (east and west). There are seven stops on the mainline that provide lots of switching opportunities. In addition to the main interchange, there are four interchanges with other club member roads.



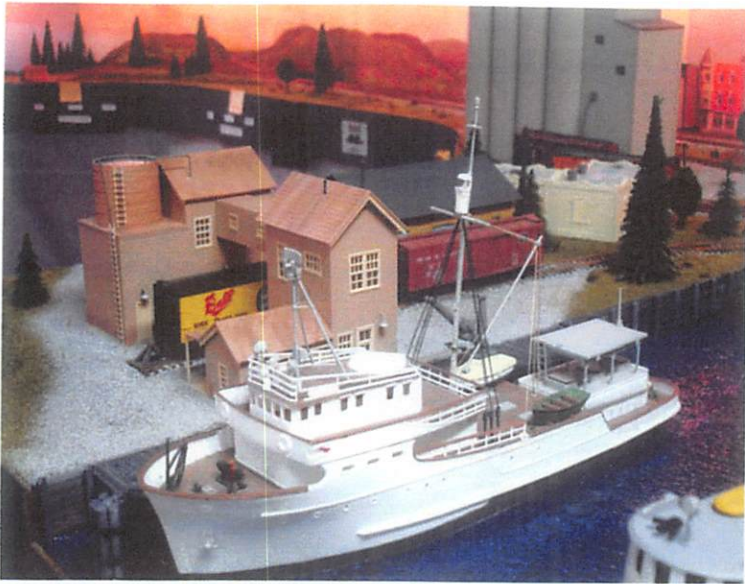
The JR&W provides service to the local power company, a brewery, cannery, paper manufacturer, and freight forwarder



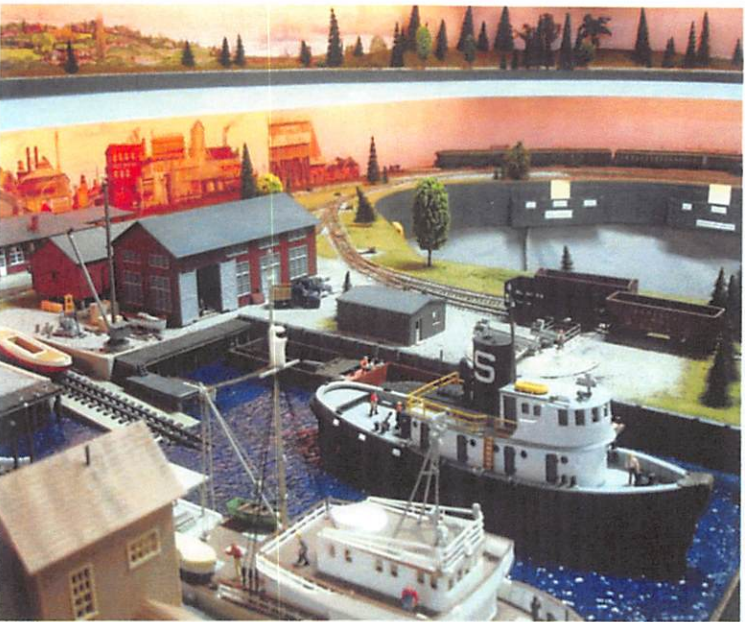
Johnstown's sister city, Roseville is serviced by the Dogwood & Southern. D&S customers include a coalmine, meat packer, sawmill, feed mill and a grain facility.



The Johnstown Harbor spur services a fish cannery, cold storage facility, boat works and coal barge loading dock.

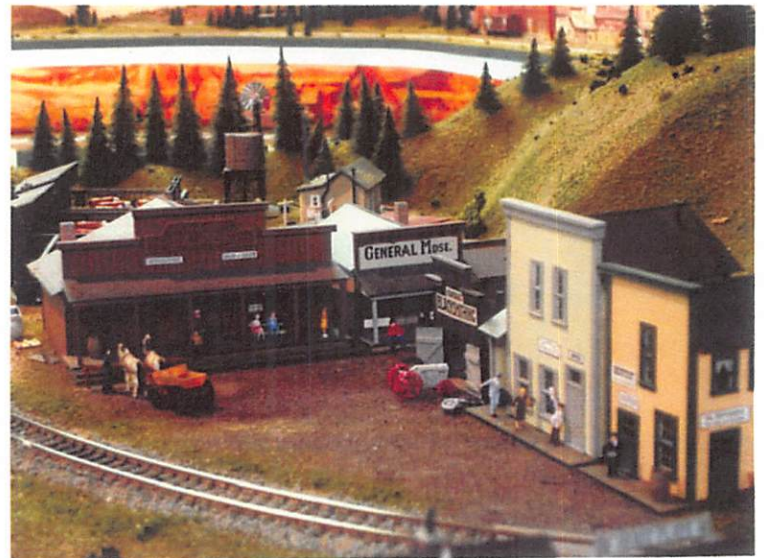


Loggers practice selective harvesting while working on the side of Bald Mountain



Osage Flats, the home of Bart's Cattle & Stockyards, serves as a community hub and shipping center for the surrounding ranches.

A third level boasts a logging industry with its own railroad line that supplies logs for the sawmill.



Scenery is hard shell and Styrofoam.



Arpad Eiler's Great Freedom Railroad (HO)
A Freelance Fictional Railroad



With hope and trust in their hearts, they embarked upon a great journey across the ocean to a new land. The seas were rough and the conditions appalling, but the large statue in the harbor gave them reassurance and a sense of calm.



In a place far away and a time long ago, a small family faced the strong arm of an oppressor. So powerful and brutal was this arm that they fled in the night, muffling the cries of their small children. Amidst the bombings and bullets, the mother and children took refuge while the father fought for their freedom. Though destitute, homeless and now country-less, their dreams were to find a new land that could give them an opportunity to make a better life.

There was eagerness for the youngest in the family, for he saw all of this with new eyes. They boarded a train to take them into the heartland of their new country. They had little money for food so each penny was counted. The eldest child spoke a little English, so he carefully read all the signs to insure their safe journey. Finally their new home appeared through the train windows, and there, people stood to welcome them.



The fateful train ride from New York to Wisconsin was literally a ride to freedom.

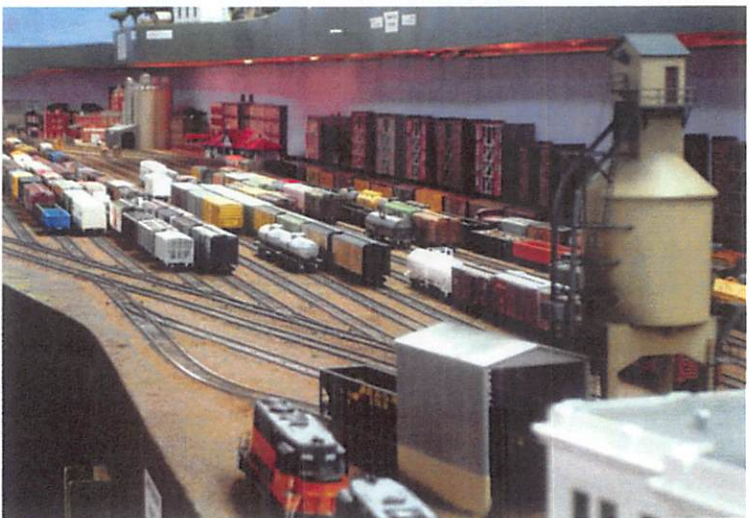


The youngest child never forgot the memories of that trip or the history his family lived through. Mt Rushmore is in mountains below



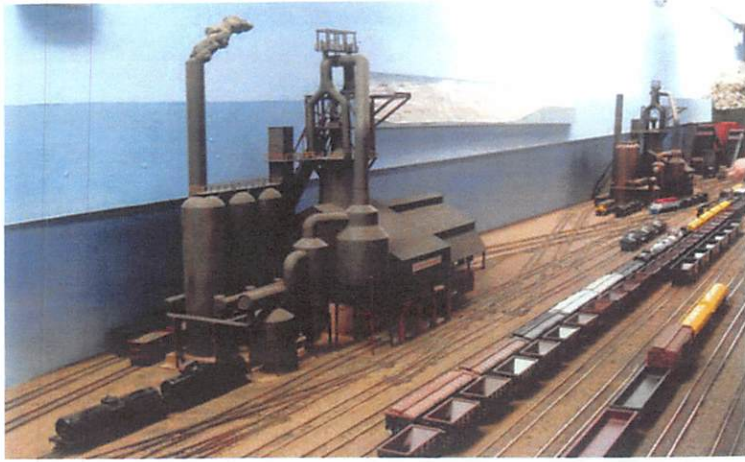
The title Great Freedom Railroad reflects both this journey and an attitude of appreciation. The color theme reflects the red, white and green colors of Hungary and the red, white and blue of America.

A view of the railroad will reveal that all the roads, cities and factories are named after political figures and their impact on history, be it good or bad. Some of these may even be through provoking.



The railroad encompasses a room 26' x 46'. It is a linear style double deck layout focused around a large classification yard, a major steel mill, paper mill, a large port facility, ore dock, and coal & ore mines.

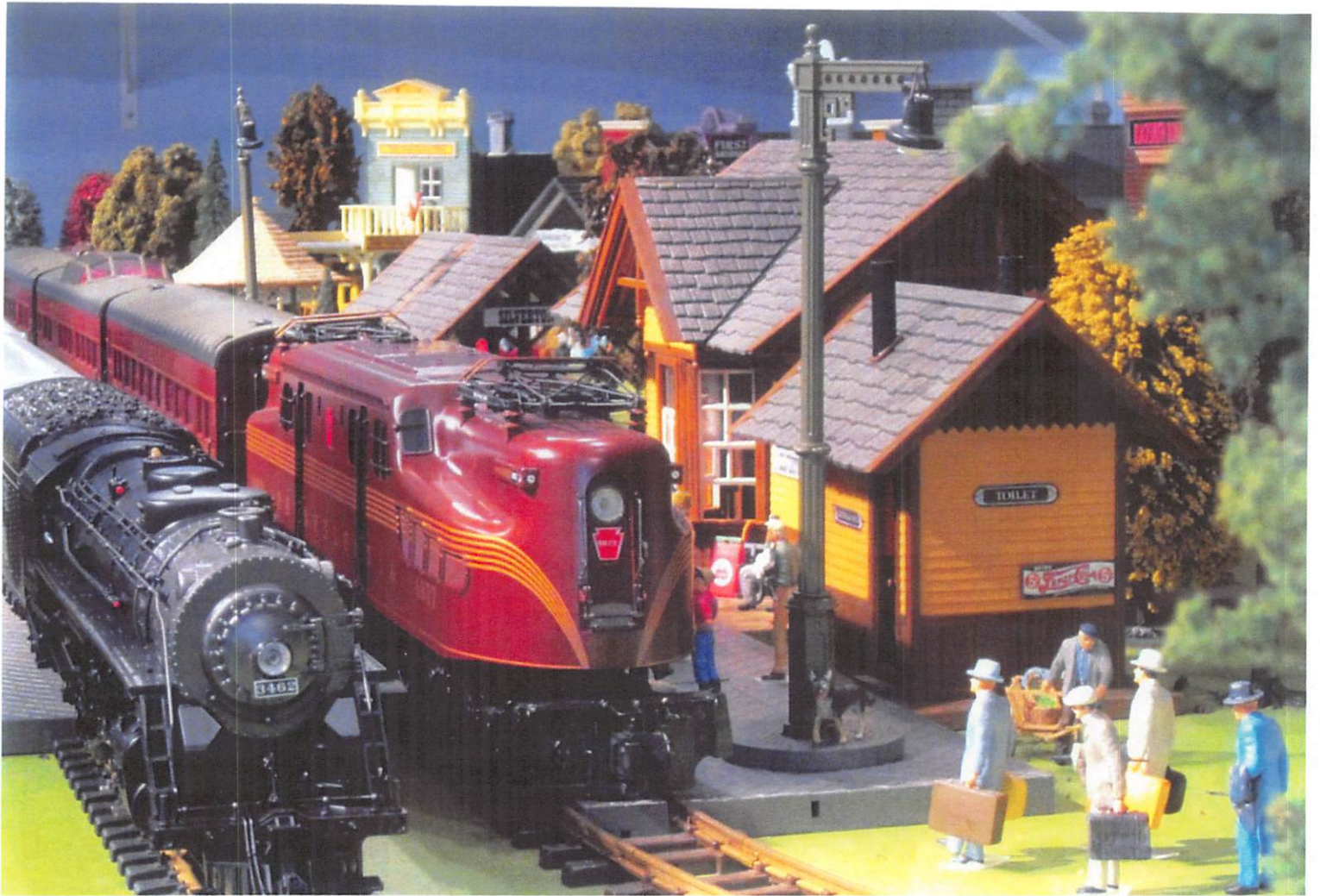
Five interchange tracks with other club members' railroads are spread along the mainline.



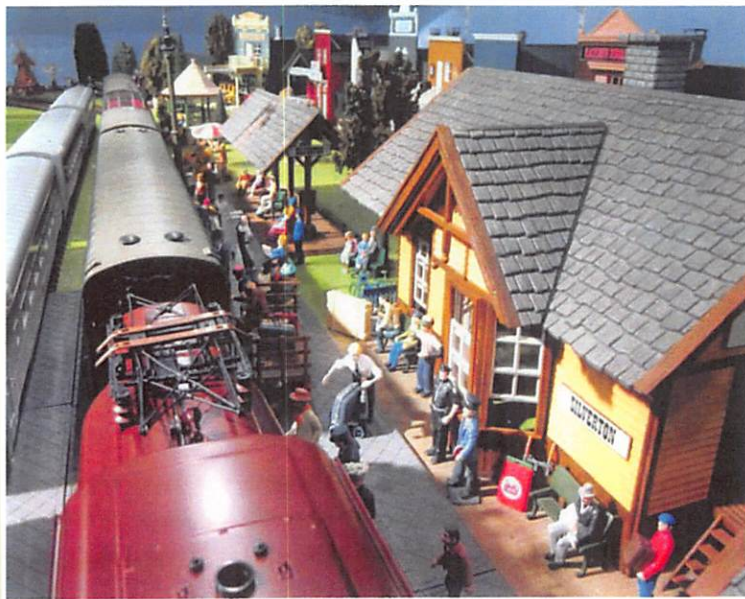
There are also several cities with intensive switching industries. Scenery is foam hard surface, a 35' plaster mountain range and painted Masonite backdrops. Controls are by Digitrax.



After a busy day, you can relax at Sue Eiler State Park



Dave Johnson's Deb Bahnhof (The Train Station) (G)



and a city square with a band stand. European trains and structures are located on a second level above the main table.

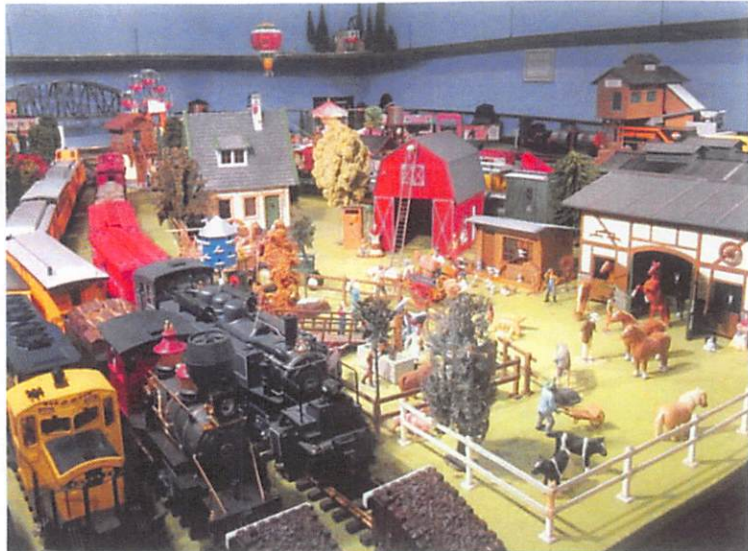
Here passengers are waiting at Der Bahnhof on the second level European route.



Established in 1992, Der Bahnhof is a "G" scale indoor layout (23' x 50') located on the garage second floor. The layout contains typical scenes located near railroad tracks. Scenes included are a farm, a fish pond, 1800 and 1900's towns, freight yards, a circus and carnival,



Johnsonville citizens enjoy dining at the local German restaurant on a bright sunny afternoon. Seating both inside and outside is available and enjoyable.



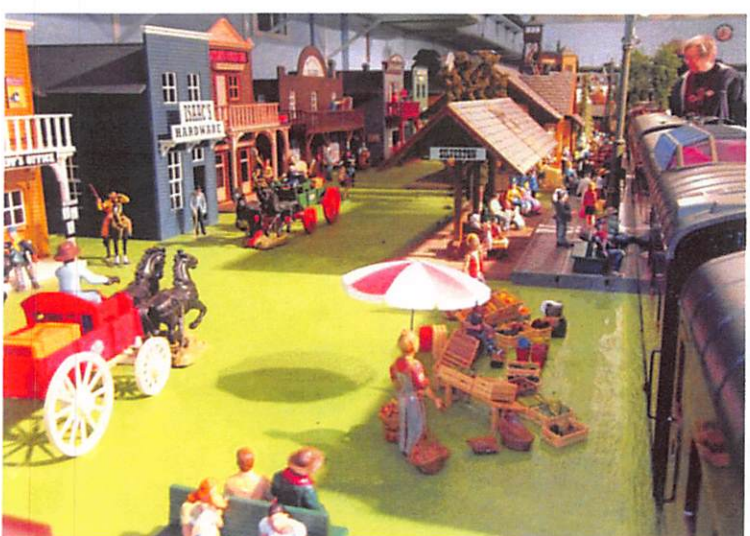
Diesel, and American and European steam engines fill the Johnsonville Engine Facility.



Back down on the lower level devoted to American trains and dioramas we can see a busy main street and farmers market.



The yard and car shops are always busy maintaining the ever-growing roster of rolling stock.



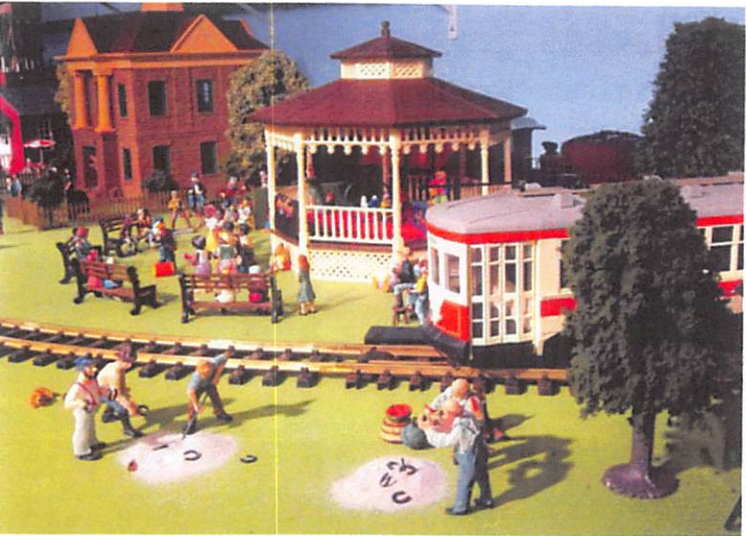
Papa Johnson won't sell the family farm even though he is being squeezed by the railroad's engine facility & shops.



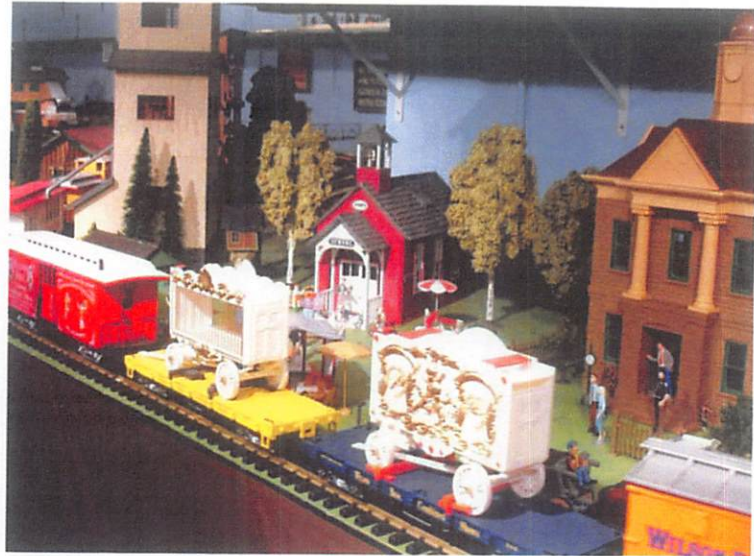
Competition is high at the annual fishing contest at the Johnsonville pond. Who will catch the big one this year?



On a beautiful day everyone gathers at the city park to pitch horseshoes, listen to a band, or watch the magician make a local resident float during his show in the gazebo.



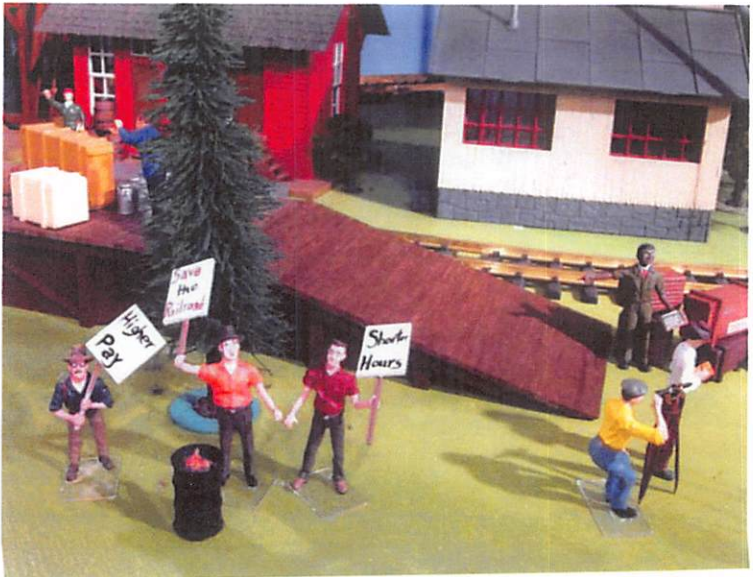
What town would be complete without a local brewery...and a hobo camp?



The circus train heads for the siding after unloading this year's big show. The whole town turns out for fun, food and thrills during Wilson Brothers annual visit to Johnsonville.



And...there is even labor unrest...in "G" scale.





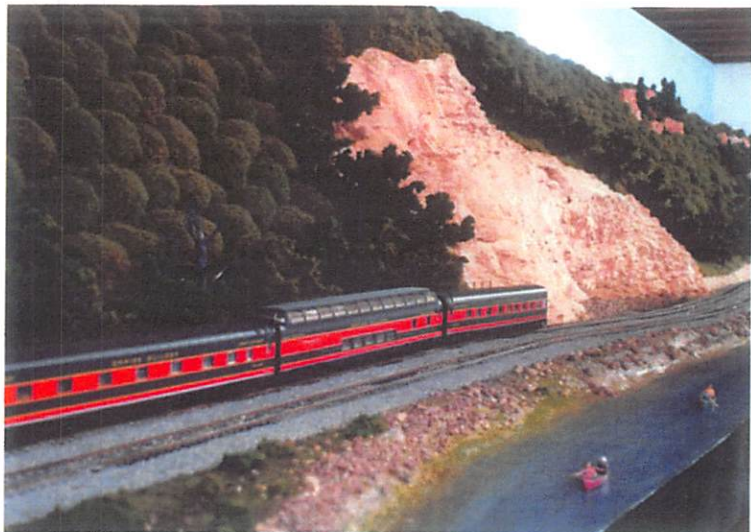
Pat Lyons' The "Q" - CB & Q Railroad (HO)

Pat has long been interested in passenger trains, particularly the great fleet of stainless steel passenger equipment owned by the CB & Q. In addition, the CB & Q pulled GN's Empire Builder and NP's North Coast Limited between the Twin Cities and Chicago.

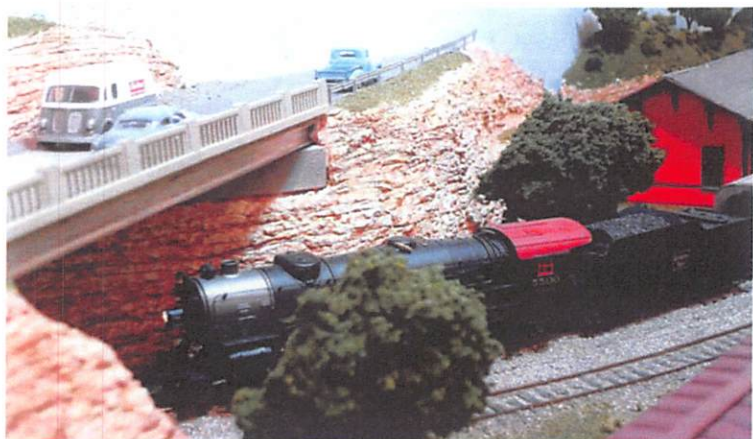


For Pat, one of the pleasures of the hobby is collecting models of these trains. The Pioneer Zephyr and the California Zephyr make regular appearances on Pat's layout because they are so closely identified with the "Q".

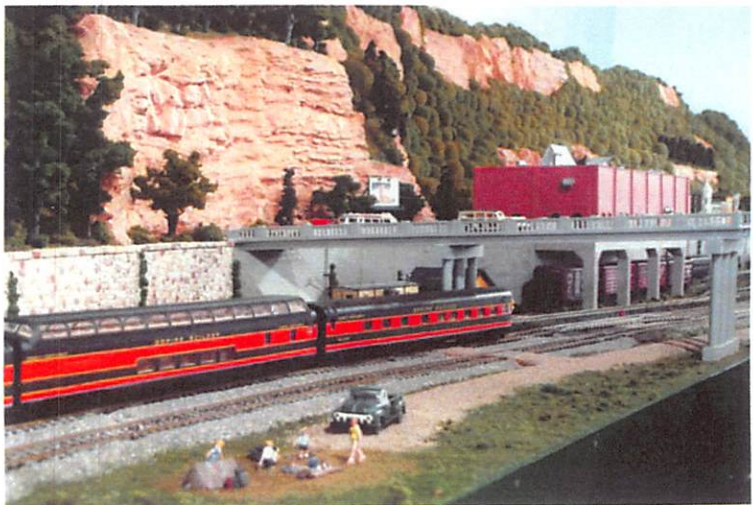
Modeling the CB & Q along the Mississippi River in western Wisconsin in the post war era presents a great modeling opportunity to recreate the scenic grandeur seen by train passengers. These trains were seen daily before the advent of Amtrak.



Like most modelers Pat's locomotive fleet is primarily diesel, but he introduces steam operations by adding steam excursions during operating sessions.



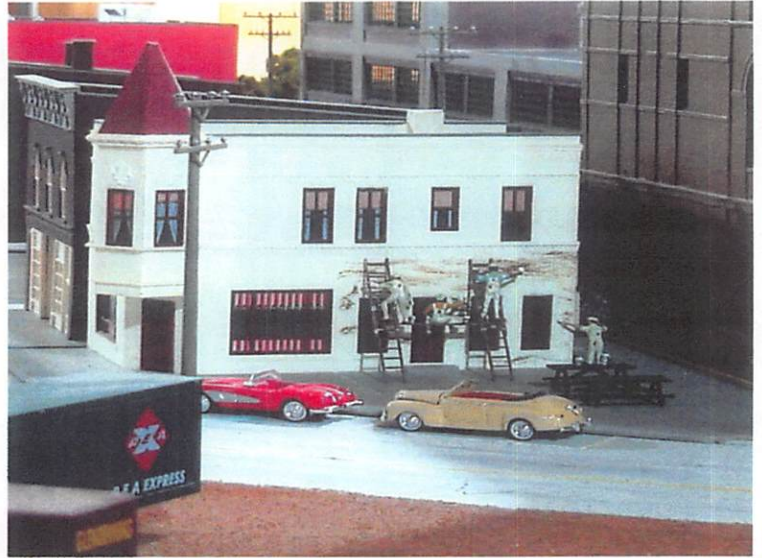
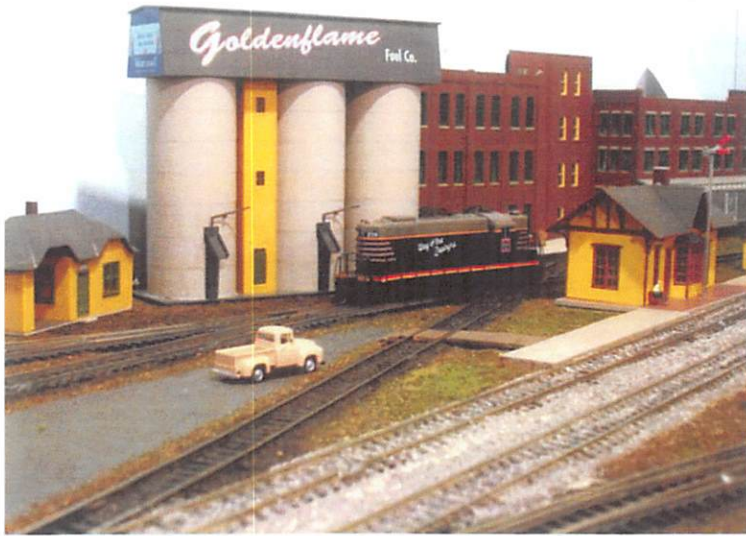
The Upper Mississippi River Valley, flanked by magnificent bluffs inspired Pat to complete a 37' recreation of these bluffs. In addition to making an excellent backdrop for passenger operations, it also hides 37' of staging.



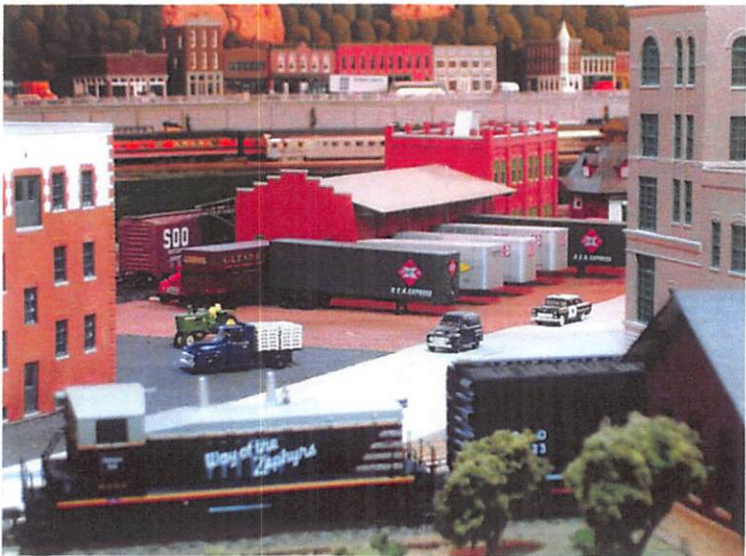
Because most of the towns along the actual route are small rural communities, Pat has used some modeler's license in the construction of his layout to provide for industry, freight and switching opportunities.



The 15' x 40' railroad with 140' of mainline is powered by a Digitrax DCC system. Atlas code 100 flex track was laid on cork over most of the layout. A recent addition uses sheet homesote as the roadbed. Minimum mainline radius is 30". Peco turnouts have been used exclusively.



A variety of industries use the CB & Q as its primary source of shipping and receiving goods.



To service the wide variety of industries the CB & Q yard is always busy and keeps the MOW crew stationed at La Crosse very busy.



Waupaca Area Model Railroaders ***Waupaca Wisconsin***

Other Member Layouts

Mary Eiden -	Custer Central Railroad (N)
Mike Eiden -	Milladore Rudolph & Eastern - and - Mosinee Biron & Eastern (HO)
Phil Gjevre -	Pinecliff Division of the Great Northern Railway (N)
Roger Hildebrandt -	Evergreen Hills and Allen Creek Railroad (HO)
Don Kottke -	Big Northern Railroad (HO)
John Lehman -	Logging Railroad (Hon3)
Ed Murrow -	Silver Spike Railroad (HO)
Jim Payton -	Duluth Superior & Western (HO)
Bob Todd -	C & NW 1950's Des Moines Subdivision (HO)
Jan Trierweiler -	Milwaukee Road – Wausau to Junction City (HO)
Tim Victor –	Great Northern Railway (HO)
Willard Wilde -	Lind Center & Southern Railroad (HO)
Dayna Williamson -	Deer Creek Railroad (HO)
Randy Williamson -	Pennsylvania Railroad (HO)

Other Members (not shown above or as a toured layout)

Paul Alliet	Ron Hartl	Linda Schober
Dennis Cook	Mike Kirk	Bill Schulz
Sam Buechel	Vance Linden	Pete Ugorek
Dean Carriveau	Steve Manske	Randy Ugorek
Eric Deptula	Gary Oudenhoven	Keith Wendt

Charter Members

Lynn Draper	Mike Kirk	Jan Trierweiler
Roger Hildebrandt	Gordy Sauve	Willard Wilde
Virgie Hildebrandt		Ruth Wilde

Officers and Directors

Roger Hildebrandt – President; Pete Ugorek – Vice President; Arpad Eiler – Secretary/Treasurer
 Directors – Roger Hildebrandt, Pat Lyons, Eugene Much, Ed Murrow



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