

# Chatter from the Crummy

Vol. 1 No. 1

September 1988

## FROM THE CONDUCTOR:

As our group of model railroaders that call the Waupaca area their home(or past home) gets larger and more spread-out, I felt we needed a common vehicle of communication and friendship. So I have jumped in with both feet(size 13 at that) and started this project. This is my first attempt at putting out a newsletter, let alone a magazine. I will attempt to publish a paper, small at first, but hopefully larger in the future; four times a year. A lot of the burden for the success of this project will fall on you. I can only print things that you provide me. In each issue I would like to include the following:

- 1-Schedule of upcoming events for our group and on the state and national level.
- 2-Feature articles about member's layouts, their progress, trials, and tribulations.
- 3-Reports on activities that members have participated in.
- 4-Track plans and town layouts on individuals pikes or total track plans.
- 5-News of local prototype railroads such as the Wisconsin Central.
- 6-Any other items of interest you care to pass on to your friends.

Remember this will only succeed with your help. Please send items of interest to me at my enclosed address. My proposed schedule of issues will be February, May September, and December. Any articles or items listed above should be to me by November 10th for the December issue. Lets make this thing go!!

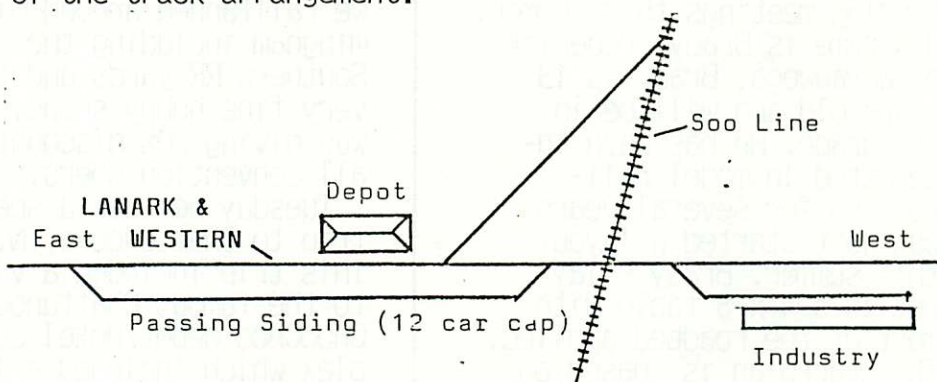
## TIMETABLE

September 15,16,17	Modular layout to Soo Line Historical Society Convention-North Freedom.
September 24	Modular layout to Waupaca Fall Festival
October 15	Winnebago Land Division NMRA Fall Meet, Sheboygan WI
November 12,13	TRAINFEST, Milwaukee, WI
December 3	Modular layout to Wisconsin Rapids Mall

## BUENA VISTA STATION ON THE LANARK & WESTERN RR

By Jan L. Trierweiler

Buena Vista is a small Portage county town located about 15 miles south of Stevens Point on the Soo Line's Portage (P-Line) branch. It is also the first town east of Wisconsin Rapids on the Lanark & Western's Eastern Division. An important interchange between the two roads provides an important transfer point. Also located on the L & W is a siding which has a fairly large potatoe warehouse which needs one or two cars every other day. Below is a drawing of the track arrangement.



Advertise your railroad in the official newsletter of the Waupaca Area Model Railroaders. Example is shown at the right. One year for only \$1.50. Also list your used or unwanted merchandice.

WAUPACA EASTERN RAILROAD



O. CLIFF DEVEREAUX  
PRESIDENT  
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306 OAK STREET, WAUPACA, WISCONSIN 54981



CHATTER FROM THE CRUMMY

## EDITOR

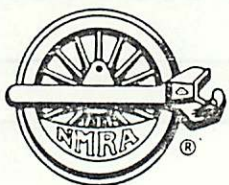
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Contributions are welcome and should be sent to the above address.

NEW FACE AT THE CONTROLS

A new member has been attending meetings this summer. His name is Brady Frederick of Weyauwega. Brady is 13 years old and will be in 8th grade. He has been interested in model railroading for several years but just started a layout this summer. Brady's layout is a 4 x 8 table with most of the roadbed applied. The trackplan is based on a Kalmbach book. Further construction is waiting on more funds to acquire switches. Brady doesn't have any particular favorite railroad at this time--he likes them all. When not railroading, he is very active in the Webfooters water ski team. He plays in the school band and participated in track last year. We all welcome Brady to our group.

NMRA NATIONAL CONVENTION

By Jan Trierweiler

On July 16th Lynn Draper and I travelled to the deep south to participate in the National Model Railroad Convention at Birmingham, Alabama. We left shortly after fellow model railroader Mike Kirk's wedding on Saturday and drove to just outside Indianapolis. On Sunday we stopped off in Nashville, TN to view and photograph the large CSX hump yard and engine facilities before arriving in Birmingham Sunday afternoon.

No convention activities were planned for Monday, so we railfanned around Birmingham including the Southern RR yards and two very fine hobby shops. One was giving 20% discount for all convention goers.

Tuesday we took a special trip to Chattanooga, TN. This trip included a visit to the famous Chattanooga ChooChoo depot/Hotel complex which included a large model railroad and many shops and hotel rooms in old passenger cars. We also attended the dedication ceremonies for the A.C. Kalbach Library in the NMRA headquarters building and a six mile ride on a steam train on the Tennessee Valley Railroad Museum. Tuesday also was the first day of clinics. Wednesday started with more clinics. We attended excellent presentations on coal tipples, brick industries and mill

locomotives. The afternoon was devoted to a tour of the Burlington Northern yard in Birmingham including a tour of the yard tower. Wednesday night we were treated to a movie and organ concert at the stately Alabama Theatre. Thursday morning we attended clinics on airbrushing and painting engines. Our first layout tour was on Thursday afternoon. We heard many stories about one of the layouts on this tour and we were not disappointed. A Birmingham architect was in the process of creating a true railroad empire. Constructed in a specially designed 80' x 40' basement, the layout has over 7000 cars and 400 engines, mostly brass. A PFM sound system added to the realism. Thursday evening had more clinics and a live auction. Friday morning was open time. Friday afternoon the track show opened with many of the manufacturers having booths, many hobby shops with great bargains and many excellent modular layouts. Friday night was another layout tour. Saturday morning an excellent clinic on yard design and operation by a BN superintendent was presented. Also a clinic on interchange traffic was given. Saturday afternoon was another layout tour and we were on our way home.

It was a long trip, but well worth it. We met many very interesting people from all over the United States, we got some great bargains on model equipment (I needed some more engines) and we got to see some real big time, four unit double track, southern style railroad. The people were friendly, the food good (I refused to eat any GRITS) and the time was great. We will do it again--WANT TO GO ALONG?



WAUPACA AREA MODEL RAILROADERS, LTD  
Waupaca, Wisconsin

May 1, 1991

Club Roster

Draper, Lynn	Fremont, WI	54940
Flemal, William	Waupaca, WI	54981
Frederick, Brady	Weyauwega, WI	54983
Fritz, Dan	Ogdensburg, WI	54962
Hildebrandt, Larry	Waupaca, WI	54981
Hildebrandt, Roger	Waupaca, WI	54981
Kirk, Michael	Waupaca, WI	54981
Merkel, Gary	Hartford, WI	53027
Onan, Peter	Amherst, WI	54406
Sauve, Dean	Amherst, WI	54406
Sauve, Gordon	Amherst, WI	54406
Thompson, Jerry	Plymouth, WI	53073
Trierweiler, Jan	Waupaca, WI	54981
Walker, Richard	Waupaca, WI	54981
Weihler, Fred	Waupaca, WI	54981
Wilde, Willard	Waupaca, WI	54981



# Chatter from the Crummy

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## RAILROADS REACH INTERCHANGE AGREEMENT

On October 23, 1966 an important agreement was signed between the presidents of the Evergreen Hills and Allen Creek Railroad and the Lanark and Western Railroad. Both railroads, which are located in the Central Wisconsin area, are expected to profit from the pact.

This monumental agreement was brought about by a disaster that struck the Lanark and Western railroad in the spring of 1966. As reported previously in this magazine, the L & W bridge across the Wolf River at Fremont, WI was severely damaged by an especially heavy buildup of ice caused by the extreme cold winter of 1965-1966. The Lanark & Western executives decided, after much research and discussion, to not rebuild or replace the bridge due to the high cost of steel at that time. This caused some operational problems on the eastern division. First, the track from the Wolf River east to Oshkosh was now isolated from the rest of the railroad. This problem was solved when an agreement was worked out with the Chicago and Northwestern railroad. The C&NW received this trackage in return for the L & W use of the C & NW's trackage from Eau Claire, WI to Chippewa Falls, WI. The second problem with the abandonment was that the Lanark and Western would lose its very important connection with the Lind Center & Southern Railroad at Lind Center, WI. The trackage from Badger, WI to Lind Center (and then to Fremont) ran through some rather low, marshy areas, especially near Rural, WI and had continually been a maintenance problem. With the bridge at Fremont no longer in operation, it seemed most cost effective to abandon all trackage east of the Badger Yard.

It was with this decision that the interchange agreement with the EH & AC railroad became so important. The Evergreen Hills & Allen Creek RR will not only provide interchange with the Lind Center & Southern RR and the Soo Line RR, but also, with the completion of the EH & AC new ore and coal loading facilities on Lake Michigan, the Lanark and Western will have direct access to the Great Lakes and the Eastern Sea Ports.

Both Roger Hildebrandt, President of the Evergreen Hills & Allen Creek Railroad and Jan L. Trierweiler, Chief Operations Manager of the Lanark and Western Railroad hail this agreement as an act of cooperation that will most certainly provide the basis for more prosperous and friendly relations between the two railroads. Exact details of the agreement will be worked out in the near future.



## FROM THE CONDUCTOR

Here is the second issue of **our** newsletter. After what I considered a rather humble beginning--two pages and three articles--we have grown to what you now hold in your hands. As I said in the first issue, the success of the venture depends on **YOU**. I am very grateful for the response for my request for articles. As you can see, many people have contributed. To those people, I say **THANK YOU**. For those of you that don't think you can write an article--you can. Just jot something down and I will get it into finished form. Everyone has something to contribute.

This is the normal Model Railroad session for normal people. For teachers, summer is the best time to enjoy the hobby. The Lanark & Western was dormant since late August until one day recently I finally did some track work in one of my small towns. It was mostly fine-tuning some track and switches, but it was fun and relaxing. That's the name of the game, isn't it?

The next issue should be out in February, so any article should be to me by the middle of January. Until then, have a safe and happy Holiday!

JT

## TIMETABLE

January 22	Christmas Party at Willard Wilde's
March 10, 11, 12	Modular layout to LaCrosse Train Show

## CHATTER FROM THE CRUMMY

### EDITOR

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## TRIVIA ANSWERS

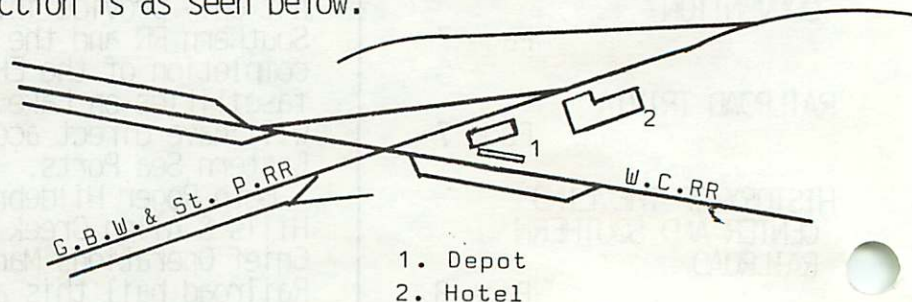
- 1-Track 49
- 2-Lima, Ohio
- 3-Marquette, Mich.
- 4-New York Central
- 5-Pennsylvania
- 6-Chicago and Illinois Midland
- 7-O Scale
- 8-1925
- 9-Chicago and Eastern Illinois
- 10-Duluth, Minn.

## PROTOTYPE PROFILE: AMHERST JUNCTION

By Dean Sauve

In 1895, Amherst Junction, Wisconsin was a busy little town with two railroads: The Green Bay, Winona and St. Paul Railroad (Green Bay and Western) and the Wisconsin Central Railroad (Soo Line then Wisconsin Central LTD.) These two railroads had a passing siding, one each, an interchange track and they both had several spur tracks. Located in the north-east area was a depot shared by the two companies and a hotel for the passengers.

A general over view of the track layout of Amherst Junction is as seen below.



In 1915 Amherst Junction may have been a booming town but today Amherst Junction is a small town where the railroads only cross over each other.



## APARTMENT SIZE RAILROAD

In an area of about two feet by ten feet, Bud Trierweiler has packed in a large amount of model railroading. After helping his son, Jan, get started in model railroading and after many years of photographing the real thing, Bud finally got his own layout when his son and son-in-law combined to give him a Christmas present of a train layout.

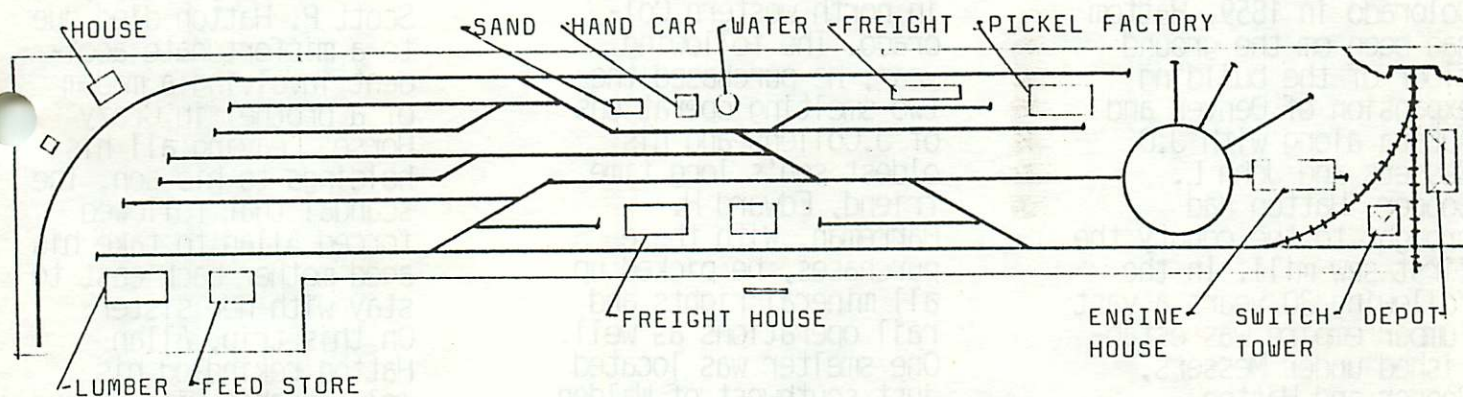
The layout is located in a spare bedroom that is shared with his wife's hobby of pencil drawings and water color paintings.

After many different track plans, Bud decided on the track plan as in the plan located elsewhere in the article. Although the railroad as yet does not have a name or a prototype the selection of cars and engines and structures reflects a midwest theme.

The motive power roster includes an Illinois Central SW-7 by Athearn, A Milwaukee Road SW-7 and an Athearn GP-9 painted for the Milwaukee Road. Three cabooses round out the company owned equipment. Bud's roster of cars, which numbers around 45

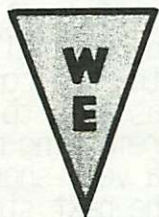
cars, was selected by a rather unique method. Along with typical cars from the midwest roads, there is a select group of cars which represent all the railroads that Bud was a passenger on. Also most of the Soo Line Historical Society's limited run cars are in operation the layout along with many Milwaukee Road cars.

Although there is no continuous running, no point to point running, or no state-of-the-art computer controlled waybill programs, Bud has had hour after hour of enjoyment from this very compact layout.



Overall size 10' x 2' (18")  
Scale 3/4" = 1'-0"

## WAUPACA EASTERN RAILROAD



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## LIND CENTER & SOUTHERN RAILROAD



## HISTORY OF THE CRAZY HORSE AND HATTEN R.R. (UP and OVER)

By Lynn Draper

In the 1890's gold fever had hit the country and a great rush of humanity migrated to the land of riches and unforgiving wilderness. In this migration, several shrewd businessmen could see great fortunes in not finding of gold, but the smelting and transportation of the rich ore itself. One such man was Scott P. Hatton, a carpenter from Wisconsin, who had come to Colorado in 1859. Hatton had been on the ground floor of the building expansion of Denver and Aurora along with J.D. Messers and John L. Cooper. Hatton had brought to the county the first saw mill. In the following 30 years a vast lumber empire was established under Messers, Cooper and Hatton. During this time Hatton was in charge of transporting the raw timber to the mills. Several small logging railroads were created under independent ownership.

In 1889, Messer, Cooper and Hatton holdings were sold and the partnership dissolved. Hatton held on to his railroad holdings until 1891 when he sold out to the Florence and Cripple Creek Railroad.

Hatton was never a man to sit back and wait for something to happen. With the great influx of humanity and rich new discoveries of gold in

the 1890's, a real need for rail transportation was evident. Several small lines were already established on the eastern slopes of the Rockies. He, himself had sold out to one of the larger ones. The problem with these smaller roads was their inability to financially support themselves independently and the large conglomerates were buying up these roads and turning much greater profits.

In 1882, Scott P. Hatton decided to purchase the mining and rail operations of the Jenny Lee Corporation in north western Colorado. The following year, he purchased the two smelting operations of J.Collens and his oldest son's long time friend, Edward H. Harreman. With these purchases, he picked up all mineral rights and rail operations as well. One smelter was located just southwest of Walden, at Spicer, the other was west through Rabbit Ears Pass at Crazyhorse.

At this time, Hatton started the corporation of S. Hatton and Son. He alone took over all rail operations and his son, Allan, organized and developed the mining and smelting division. By combining the Jenny Lee and Collens and Harreman operations with some small expansion, Scott P. Hatton had become the only man to personally own a rail passage through and over the continental divide. His new railroad was named

The Crazy Horse and Hatton and by 1895 joined Walden to Craig, Colorado.

At this point in time several things occurred to cast this great railroad today. First and foremost was Hatton's son, Allan, who had followed his father's footsteps as a businessman extradinar. In four short years he had expanded the mining and smelting operations into a multi-million dollar enterprise and in November of 1895 sold this division of S. Hatton and Son to Consolidated Mining of \$11.8 million.

On February 6, 1896, Scott P. Hatton died due to a misfortunate accident involving a madam of a brothel in Crazy Horse. Leaving all his holdings to his son. The scandal that followed forced Allan to take his aged mother back east to stay with her sister. On this trip, Allan Hatton rekindled his relationship with Edward Harreman. During this time Harreman confronted Hatton with a business partnership. Due to the scandal, Hatton felt his only position should be financial and ver silent. He invested \$5.4 million and held the controlling stocks of the new company. Harreman was able to raise the remaining money needed in a very short time for the next step in the CH &h's casting.

On November 1, 1897, Edward Harreman, a previous unknown, walked into a distress sale and purchased the Union Pacific RR for \$8.5 million. Since what he



had purchased had hardly been improved since its construction, and thus was wholly incapable of supporting heavy traffic and turning a profit, he promptly poured huge sums of his investors money into reconstruction. During this time a new line was laid between Cheyenne, WY and Walden, CO. By connecting the U.P. with the CH & H at Walden this gave Harreman two locations on the west to travel the Continental Divide.

A lease agreement was made with Hatton which still stands today. During the time the Hermosa Tunnel was being drilled in 1901 and then again double-tracked in 1918, the CH & H divisio, as it was now called, became U.P.'s only western route. Two years before the 1901 drilling, a new line was laid from Craig to Rock Springs which completed the two continental divide crossings for the Union Pacific. It was not until 1936 that double-tracking was completed on the CH & H division.

Today you may see Rio Grande, BN, Santa Fe, Southern Pacific, even Soo Line crawling over the mountains at this point. This is because of the many lease and pool arrangements that have been made with these roads. The U.P. maintains its Sherman Hill crossing almost entirely for itself and any other roads wishing a Continental Divide crossing in this area are sent over the CH & H. A large helper service

## CLIFTONVILLE AND NORTHERN WAUPACA RR.

By William J. Flenal

I have finally decided on the name that I will use as the name for my layout. After much thought and consideration, my final decision was to go with the original shape and design of the Chicago and North Western logo. The words Cliftonville and Northern Waupaca will be used to complete the design. The colors to be used will be IC green and white instead of the familiar red, white and black of the C&NW.

As it stands now, the set up portion is at a bit of a stand still. When the big thaw comes and construction can resume, the idea will be to have a loop at each end and in the middle is an oval with a passing track. There is an industrial siding coming off the passing track to serve the sawmill. Currently the end loops are of a 23 inch center radius. At present the oval has all preformed 18 inch radius turns. The track on the loops and connecting tracks will be either flex track or hand layed. In the future, it is planned that a yard with at least four tracks will be added to the layout.

More on the layout when the construction crews and engineers can decide what can be done with what they have.

is maintained at Craig and Cheyenne for their assistance up and over.

## WHAT DO YOU WANT FOR CHRISTMAS

Larry H.-Some insulation for my train room.

Gordon S.-A Lionel engine that costs the same as an Athrean.

Jerry T.-Some track to run my speeder on.

Gary M.-The right shade of green paint.

Don J.-A roll of pennies

Dean S.-A throttle with unlimited top speed.

Jan T.-One or two engines to help solve my engine shortage.

Peter O.-Softer gym floors.

Willard W.-Storage shelves for cars.

Bill F.-Shorter hours at the Foundry.

Roger H.-Same as Bill.

Lynn D.-Some time off.

Fred W.-Some more cars painted for the Milwaukee road.

Continued from page 6

If you are interested, dues can be sent to:

Richard Steinmann  
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Layout & Design SIG  
11426 Running Cedar Rd  
Reston, VA 22091

I will be more than happy to share with you any of the past issues of the publications that I have to wet your appetite.



## MODULE LAYOUT INVITED TO LACROSSE SHOW

By Jan Trierweiler

On November 30th, I recieved a letter from the LaCrosse and Three Rivers Model Railroad Club inviting us to display our modular layout at their 8th annual show on March 11th and 12th.

This show, which is one of the largest in the state, has grown over the years from a high school gym to the size now that fills the civic center exposition hall. Usually several thousand people view the displays in the two day show.

The show has had eight to ten large modular layouts of all scales. Some of these groups run trains in excess of 100 cars--quite impressive. Also growing in numbers are the retail sales displays. These now number in the twenties and offer many fine bargains, custom painted engines and rolling stock, alot of brass, and railroad artifacts and clothing items.

We will be leaving Waupaca to set up the layout on Friday March 10th. On Saturday the show runs from 10 AM until 7 PM. After the show on Saturday is a special turkey buffet diner at the Radison Hotel for \$8.75 for all the people who have displays at the show. On Sunday, the show runs from 10 AM until 5 PM.

I will be checking on Motel rooms for the two nights. I think I can probably find something in the \$25 to \$30 range

per night. I will need to know exactly who will be going and I will need the money for the diner so I can send in our confirmation. Probably the Christmas party would be a good time to get this taken care of.

I think this is a good opportunity for us to show off our layout. We do, however, have much work to do on it. Roger Hildebrandt will be scheduling work sessions at his house after Christmas. We need to finish putting the paper on and then finishing some of the scenery. Also, we need some structures

Let's all work hard to get this project near completion and as many as possible plan on going to LaCrosse for a real fun weekend--March 10th, 11th, and 12th.

## NMRA SPECIAL INTEREST GROUPS

By Jan Trierweiler

One of the recent developments in the model railroad hobby in the past few years is the Special Interest Groups, or SIGs. These organizations have sprung up through the loose - knit groups of people with a common interest. The subject areas are as varied as there are groups. Some examples are the historical societies of the different railroads, freight car sig, computers in model railroading, etc. One SIG that I am a member of is the Layout and Design SIG. This organization

is primarily concerned with the prototypical design and planning of model railroads. The group was formed and headed up by Doug Gurin who is a very dedicated and inspirational expert track planner. He has assembled a staff of such notables in the hobby world as Allen McClelland, Tony Koester and John Armstrong. The group publishes a very fine newsletter which usually comes out several times a year with a journal coming once a year. These are both excellant publications with very ineresting articals. The articles are usually very in depth coverage on a variety of subjects such as staging yards, designing duckunders, layout minimum standards, construction standards, etc. Also included are reviews of related magazine articles and books, critical reviews of published layout plans and general discussions of all subjects related to planning and designing a layout. The information that I have gained in the three years I have been a member has been well worth the dues paid. This group also plans activities at the national and regional level conventions. Membership dues are \$12 for a year, which includes the very excellant publications.

Continued on page 5



## NEWS FROM THE MULLET RIVER AND SOUTHERN

By Jerry Thompson

A hazardous RR crossing on the north side of the Mullet River at Osage Flats received automatically activated grade crossing flashers this fall. Opto-sensors were placed in the center track area, which detects approaching trains. Flashing lights are activated and remain on until the caboose has just cleared the crossing. The MRS Engineering Dept. is very pleased with the new installation.

On the Northern extension of the MRS, work is about to begin on the bathroom canyon area. Shelving will be installed in order to bridge the gap and a new tunnel cut through the second wall. This will provide MRS access to its new engine facility being planned.

The MRS is receiving used 57' mechanical refrigerator cars from the CB&Q(BREX). When MRS receives them, they are not in running condition, but after an evening of work by our Car Dept. and by following the instructions beginning on page 94 of December 1988 issue of Railroad Model Craftsman, they run beautifully. After completion by the Car Dept., they head to the paint shop for a quick restenciling and application of the MRS herald. You may see (and hear) a few of these cars in your area soon.

The employees are looking forward to the LC&S

## MODULAR LAYOUT AT SOO CONVENTION

By Jan Trierweiler

On the weekend of September 16th, 17th, and 18th the Waupaca Modular layout was on display at the 13th annual Soo Line Historical Society Convention at the Wisconsin Dells. The layout was on display at the Inn of the Dells Motel, with most of the convention activities taking place at the Mid-Continent Railroad Museum at North Freedom on Saturday.

The crew for this show was Roger, Larry, and Trixia Hildebrandt, Bill Flemal, Brady Frederick, and Jan Trierweiler. We had the layout operational by the requested time of seven o'clock. Because of the space limitations at the convention headquarters, one end of the layout had to be up against a wall. This did not cause any problems, but it did prevent a smooth flow of viewers going around the layout.

The operating crew did forget to bring any steam engines which was unfortunate, for one of the retailers right next to the layout was selling audio tapes of Soo Line steam engines. To demonstrate his tapes, he had two of the largest speakers ever produced. At times it seemed the sound waves would vibrate our trains off the tracks.

Christmas party on Jan. 22. Best Wishes and Happy Holidays to all.

## RAILROAD TRIVIA

- 1-What track does the Chatanooga Choo-Choo leave from?
- 2-Where were Lima Locomotives built?
- 3-The first iron ore dock was built in 1957 in what city?
- 4-What railroad owned the first locomotive to reach 100 mph?
- 5-In what state was the first railroad tunnel in the United States?
- 6-What is the C & I M railroad?
- 7-What is the second most popular model railroad scale?
- 8-In what year was the first diesel locomotive placed in service?
- 9-What is the C & E I railroad?
- 10-What was the final destination of the last passenger train to depart from the Waupaca depot?

TRIVIA ANSWERS ON Page

In all, it was a good exposure for our layout with many compliments by the convention goers. In a letter sent to our group, Ken Soross, co-chairman of the convention, thanked us for displaying our layout and complimented us on our fine work. We have also been invited to display again next year at the convention when it will be held at Stevens Point.



## THE HISTORY OF THE LIND CENTER AND SOUTHERN RR.

This is a reprint of an article that first appeared in the **Whistle Blower**, the unofficial magazine of the LIND CENTER AND SOUTHERN HYSTERICAL AND TECHNICAL SOCIETY. With this issue we will begin with the first two chapters with more to follow in future issues.

### Chapter One-Construction of the Lind Center and Southern.

When the Wisconsin Central was built by-passing Lind Center, Wisconsin, Wilber Wilde was upset. He was hoping to get a siding constructed for his milk hauling business. He decided the only thing to do was to build his own railroad to ship his dairy products. He also planned to get other agricultural business from the surrounding area. To get the new railroad constructed, he formed a partnership with Orville Woolee and started the Wilde and Woolee Construction Co.

Today, we can see the wisdom of these far-sighted men in the great Lind Center and Southern Railroad and the thriving city of Lind Center, Wisconsin. The railroad has grown far beyond what even Wilber Wilde imagined with its ore, pulp, and agriculture traffic.

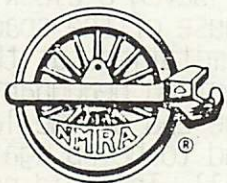
We raise our glass of milk with a toast to Wilber Wilde and the Lind Center and Southern Railroad.

### Chapter Two-Ortonville's Founder.

Ortonville, home of the Great Lake's last remaining wooden ore dock, was founded by O.C. Never-row. It was at this great lakes harbor that he decided to locate his North Shore Lines Ship Company. Never-row pioneered the use of the ship propulsion system in which steam turbine engines drove generators powering electric motors to drive the propellers. Eventually he had several of these ships, known as "ELECTROLINERS", built at his Cliff's Industries. These high-speed ships were enormously popular and plied the Great Lakes until 1961 at which time they were all retired.

getting more like portable layouts. Several spectacular scenes were displayed including a collapsed bridge with the MW crew on the scene, a layout with a large narrow gauge branchline, and many large industries. Also available was a multitude of retail booths with many bargains. The hot item this year was the Walthers special run of the Wisconsin Central box car. One especially good bargain was an Atlas RS-1 for \$35.00. (This writer took advantage of this bargain to help solve his motive power shortage.

Although the weather threatened with snow, rain and cold wind, Mike Kirk, Dick Walker, and I headed south. We stopped at Gary Merkl's new layout (with a very nice house located directly above) and then proceeded to the Brew City under the expert guidance of Mr. Merkl and in the plush comfort of his very long van. After spending several enjoyable but hectic hours at the show, and after picking up Peter Onan, we headed for a couple hobby shops including Happy Hobby and Cudahay News and Hobby. Upon return to the Merkl residence, a tour and explanation of the very extensive Burlington Northern layout was given. After a very delicious meal provided by Gary's most graceful wife Pat, the crew headed for home--tired but enthused after a fun and rewarding day at TRAINFEST '88.



## TRAIN FEST 1988

By Jan Trierweiler

Wisconsin State Fair Park was again the site of the WISE division of the NMRA Fall Train show on Saturday and Sunday November 12th and 13th. This year's show was by far the biggest and the best. There were many modular layouts in all scales from Z gauge through standard gauge and LGB. There were several new modular layouts shown that are getting away from the "race track" style and