

# Chatter from the Crummy

Vol. 2 No. 1

April 1989

## BILL OF LADING

FROM THE CONDUCTOR,	Page 2
NEW, OLD BUSINESS IN AMHERST	Page 2
CLUB LAYOUT TOURS TO BEGIN	Page 2
HISTORY OF THE LIND CENTER AND SOUTHERN RAILROAD	Page 3
ANNUAL CHRISTMAS PARTY	Page 3
CSX BEGINS SERVICE TO WISCONSIN	Page 3
REPRINT OF 1919 SOO LINE TIMETABLE	Page 4
EIGHT AGES OF AMERICAN RAILROADING	Insert

## LIND CENTER AND SOUTHERN TO EXPAND

In January, rumors started to circulate among the member of the Waupaca Area Model Railroaders that a possible expansion of the model railroad building might be possible. These rumors turned into fact when Willard Wilde confirmed that he planned to add-on to the building that houses the Lind Center and Southern Railroad.

Willard specified immediately that the area, which will be 14' x 24', will be used primarily for meeting space, lounge and work shop, with only minimal track from the layout.

Mike Kirk has been working with Willard on several plans. Some of the ideas include a small staging yard, which would be connected to the layout at the upper reversing loops that represent Sault Ste. Marie. This would allow for the exchanging of cars at the Northern end of the LC&S and also give more flexibility with our scheduling, as there was only three storage tracks available at the north end of our railroad.

Included in the addition would be a work shop area which is almost non-existent in the present building. As the layout gets closer to being "finished", it has become more and more difficult to find a place to work. Sawing boards for scenery, mixing plaster, or just putting kits together or repairing rolling stock has become almost impossible as we don't want to ruin completed scenery. Storage space and display areas for Willard's vast collection of both HO and Lionel equipment will also be provided.

Construction is tentatively set for this summer, with completion expected before cold weather set in. Contributions of labor will be greatly appreciated.





FROM THE CONDUCTOR

The past few months have been very busy for our group. We have shown our modular layout three times: at LaCrosse on March 10th 11th and 12th; the Plover Discount Mall on April 1st and 2nd; and the Winnebago-land Division meet at Marinette on April 22nd. Our layout has been especially recieved for its inovative leg system and very unique scenery methods. Roger Hildebrandt should be given much credit for his leadership heading up this project. His ideas, extra work and providing of a place to work on and store the layout have really made this a successful project. Everyone has donated much time and materials/and or money to our modular layout. We can all be very proud of our accomplishments.

My second remarks deal with our annual Christmas party. We all owe Ruth and Willard alot for hosting this fine get together. To open their house to such a large group(over 35 this year) and to provide all fixin's for a fine meal is really something special. Thanks again.

Again I have to ask for contributions for the newsletter. Articles were few and far between this time. If you have an idea for an article, see me and I will help you write it.

We are starting out this year with many activities and much success--let's work to continue this good feeling of friendship and companionship.

JT

CHATTER FROM THE CRUMMY

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This newsletter is the official publication of the WAUPACA AREA MODEL RAILROADERS and is published four times a year in February, May, September, and December.

Contributions are welcome and should be sent to the above address one month before the publication date.

NEW, OLD BUSINESS IN AMHERST

By Peter Onan

Amherst, Wisconsin is rejuvenating its railroad business because of the Tomorrow Valley Co-op. The Co-op is using its old building by the end of the siding in town that was once used to recieve fertilizers and fuel by rail, to store grain such as soybeans and cottonseed, for the mill does not have enough room. Because the cotton seed, used in protien feeds for cattle, comes all the way from Louisiana, it is cheaper to ship by rail than the usual trucks. To further prove this fact two members of the Waupaca Area Model Railroaders are reported to have seen a Wisconsin Central LTD train leaving the area, with the engines and a couple cars just past the switch, from a complete standstill.

All is not lost afterall.

CLUB LAYOUT TOURS TO BEGIN

By Jan Trierweiler

The Waupaca Area Model Railroaders have begun a new activity of a rotating schedule of trips to members home layouts. Every fourth Thursday will be set aside as a visit to one of the members railroad for the host's choice of activities--operating, construction, or just socializing.

The first sesseion was hosted by Gordy and Dean Sauve of Amherst on April 6th. Gordy displayed his Lionel layout and collection and highlighted the night with a demonstration of his Railscope, the in engine TV camera. Dean also displayed his HO scale layout.

The second session is planned for May 4th at Dick Walker's Green Bay and Western Railroad. Activites will begin at 7:30. A map to Dick's railroad can be obtained from him.

The dates for future tours are May 4th, May 25th, June 15th, July 6th, July 27th, August 17th, and September 7th. Locations of the next layouts will be announced later.

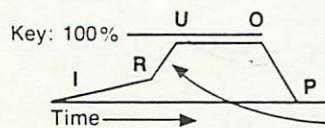
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FRAATNAL BENEFITS  
AND FINANCIAL SECURITY  
FOR LUTHERANS



	Locomotives	Passenger cars	Freight cars
<b>1830</b> <b>THE FIRST AGE</b> Early experimentation	Leading truck, horizontal boiler (100 p.s.i.), equalized drivers (I—1839), and sanders (I—1836) invented but not assembled into a reliable, well-proportioned machine until the period nearly ended. A fascinating variety of generally ugly engines	A brief era of stagecoach 4-wheelers ended by quick acceptance (1842) of 8-wheel, swivel-truck, open-aisle design. Car width—8½'-9', height—11', length—40'. Flat-roofed boxes didn't do much for esthetics or ventilation	Four-wheel "Burthen" cars receiving little in the way of attention to design and weighing almost as much as loads carried
<b>1855</b> <b>THE SECOND AGE</b> The first standardization	William Mason cleaned up locomotive proportions by lowering cylinders between spread-out lead-truck axles. Handsome 4-4-0 became the standard for freight and passenger service, switching from wood (balloon stack) to coal burning (diamond stack) in mid-term	Clerestory let in some air and improved exterior appearance considerably. Mr. Pullman's 10' wide x 14' high sleeping car set new standards for cross-section (and luxurious appointments). Stoves, candles meant fire hazards but swing-motion trucks gave good ride—at least sidewise	Eight-wheel cars began to predominate, as first iron-bodied (wood underframe) cars (B&O "three pot" coal hoppers) were developed. Box car superseded gon and tarpaulin. Typical car length—20'; load—15 tons
<b>1880</b> <b>THE THIRD AGE</b> The beginnings of heavy railroading	The 2-8-0 (I—1867, U—1880) for freight service doubled hauling capacity. Injector replaced crosshead pump; ornamentation became more restrained or disappeared. Spark-arrest netting moved from stack into smokebox, paving way for big boilers, but firebox still between drivers	Dining cars gave impetus to development of vestibule/diaphragm passage between cars (narrow vestibule 1887-1895, wide U—1900). Gas to electric lighting I—1882, R—1887; steam heat from locomotive R—1900. Car length to 75' by 1900. Six-wheel trucks common but flimsy	Master Car Builder's Association (MCB) standardized car-part nomenclature and publicized preferred designs, allowing widespread interchange between railroad companies. Steel underframe I—1895. Typical length—34', capacity—30 tons
<b>1900</b> <b>THE FOURTH AGE</b> Clean-lined experimentation	Two-wheel trailer truck let firebox width, depth catch up with boiler. Compound cylinders (I—1885, O—1910) overtaken by economy (with simplicity) of superheater. Walschaert valve gear U by 1910, but most new features (piston valves) fit into generally clean contour of large engines. Mallet I—1904	New York City tunnels brought sudden shift to all-steel construction, 1907. Increased weight from 50-75 tons/car; car sides at first retain upper sash "scribing" to imitate wood appearance. "Pullman green" took over from brighter colors, striping disappeared	First all-steel hopper cars I—1900, R—1915. Private-owner cars decrease in proportion but billboard lettering often impressive. Composite (outside-brace/steel underframe) designs introduced. Average freight car capacity reaches 40 tons by 1920, but opinions vary as to whether cabooses should go to all-steel
<b>1920</b> <b>THE FIFTH AGE</b> "Standard railroading"	The 4-6-2, 2-8-2, 4-8-2, 2-10-2 dominant and highly developed until 4-wheel trailer truck (I—1925) began super-power shift to higher-horsepower designs. Stoker eliminated fireman as a limitation. Gadgets on exterior (feedwater heaters, boosters, etc.) sometimes resulted in junky (though impressive) look	Standard Pullman proportions and construction adopted for most cars (82' overall length)—Upper sash windows disappear or are plated over, as are sides of remaining steel-underframe wooden cars. Air-conditioning (I—1929, R—1935, U—1940) smooths out the roof lines. First (substandard size) streamliners appear	Association of American Railroads (AAR) 40', 40-ton, 3,000-cubic-foot, double-sheathed, steel box car becomes typical for roads not sticking with composite construction. Billboard, private-owner cars kayoed by Interstate Commerce Commission (ICC) no-advertising rule, 1934. Need for higher volume recognized in late 1930's, boxcar height increased 2'
<b>1940</b> <b>THE SIXTH AGE</b> Steam's Finest Hour and first-generation diesels	Big tenders, improved details (roller bearings, one-piece engine frames), higher driving wheels, symmetrical wheel arrangements (4-8-4, 4-6-6-4) brought steam design to its handsome peak; diesel evolved from box-cab switcher through streamline cab unit (I—1934, O—1963) to road-switcher (U—1950)	Many heavyweight cars rebuilt to room sleeping cars, low-density coaches. Association of American Railroads streamlined-car cross section standardized (13' 6" high). Roomettes (I—1947, U—1955) replaced open-section sleepers. Bright exterior, interior colors gain acceptance. Vista Dome (I—1947, U—1955) appears where clearances allow. Four-wheel trucks (U—1960)	AAR standard 40', 50-ton red box car virtually universal, as outside-braced composites rot away and reefers turn to steel, acquiring plug doors and circulating fans. Short covered hoppers begin to amount to something, and a few piggyback cars (50' to 75') appear toward the close of the period. Generally solid, neat, dull
<b>1960</b> <b>THE SEVENTH AGE</b> The low-nose, hy-cube, 100-ton rainbow	A complete sweep by 4-axle, high-horsepower (2500 to 3600 h.p.) turbocharged low-nose hood units suddenly slowed by the resurgent 6-axle unit, revival of cowl passenger unit. New interest in low (1500) horsepower units, road slugs; a few new 25/50 kv., 60 hz. electrics in 1970's	Passenger car construction virtually ceases after flurry of unsuccessful super-lightweight (Aerotrain, Train-X, etc.) experiments in 1950's. "Hi-Level" (Santa Fe's El Capitan) and bilevel (commuter) concepts (I—1954). Revival under government sponsorship—1970's. Electric heating/air cond. operated from head-end power (HEP) generating station, usually in locomotive. High-power M.U. (100 mph) commuter and intercity trains I—1960's, U—1980. New rapid transit systems—1970's	Oh, wow! All of a sudden we have 89' flats and box cars 17' high, 100-ton hoppers and gons are standard, cylindrical tank-hoppers in 37' to 63' lengths, and all colors of rainbow are legit! Reefers go mechanical, box cars to 50' plus 70-100 ton capacity, doors 8' to 14' wide. Shortline ownership you wouldn't believe
<b>1980</b> <b>THE EIGHTH AGE</b> Rationalization and revitalization	Lightweight electrics with fancy adhesion control, but still the esthetics of a chipped cinderblock. Will some non-corridor main lines be electrified? Tune in later to see! Diesel h.p. per axle moves from 750 to 1250 (equaling Pennsy E-6 s!); 6-axle trucks remain controversial	Bilevel, long-distance Superliners; electric HEP heat and air-conditioning U by 1981. RDC's P—1985, but will the SPV-2000 come to the rescue? Last of the heavyweight commuter coaches fade away by 1981. Fatrip entrepreneurs have to provide complete consists—but manage to do so in many cases	Articulated multi-unit piggyback and double-deck container-on-flat-car cars become significant; enclosed auto-racks (U—1981) solve problem of finding scale models to fill 'em. Unit-train hopper/gon bottoms seem even closer to the rail. Will the caboose be replaced by the rear-end radio continuity-reporter?



**Fig. 4-5** THE EIGHT AGES OF AMERICAN RAILROADING—an arbitrary (and maybe somewhat opinionated) summarization

I—Invented or introduced



Special devices	Track and structures	Signals and communications	Milestones and sidights
Axle revolving in stationary, waste-packed lubricated journal boxes found to be the key to maintaining low-friction and wheel gauge. One-inch-high, rounded-contour wheel gauge standardized	A quick, fortunate reversal when cheap, wood crossties proved better than expensive stone blocks. Strap-iron rail on wood stringers superseded by rolled-iron "T" rail (I—1831, R—1847)	Steam whistle I—1837. Nighttime travel (with headlight), circa 1840. Telegraph, 1844. Ball signal, circa 1845. Train-order dispatching I—1851 (Erie)	Baltimore & Ohio Railroad chartered, 1827 (first non-local railroad). South Carolina Railroad longest in world—300 miles, 1833. 3,000 miles of railroad line in U.S., 1840. 9,000 miles of railroad line, 1850. Baltimore & Ohio reaches the Ohio, 1852. Horseshoe Curve (PRR), 1853
Caboose cupola I—1863. "Draw gear" springs (to give some cushioning to slack action with link-and-pin couplings) became recognized as desirable in 1870's. Steam brakes on locomotive drivers, otherwise only hand brakes	Stub switches universal. Standard gauge of 56 1/2" established for "Pacific Railway," 1862. Steel rails (typically 56 lbs./yd.) I—1865. Narrow-gauge mania (36") begins with Denver & Rio Grande in 1870. O—1885	Manual-block signaling I—1865 (banner signals). Track circuit (automatic block signal) I—1872. Interlocking I—1875 on Pennsylvania Railroad (all mechanical)	First Mississippi railroad bridge, 1856. 30,000 miles of railroad line in U.S., 1860. Railway Post Office (RPO) car, 1862. Mount Washington Cog Railway, 1869. Water on the fly, 1870 (NYC). Circus train, 1872. Hoosac Tunnel (4 3/4 miles) completed 1876
MCB Association recommends Janney knuckle-type automatic coupler as basis for standard; R—1892, U—1900. Westinghouse automatic air brake I—1872, R—1892, U—1900. Standardized safety appliances—grab irons, running boards, etc. R—1892	Point switches begin to take over on main lines. Eighty-five-pound steel rail being laid on main lines. Tie creosoting introduced, but tie plates rare. Masonry bridges massive, but steel spans still have an ornate and somewhat flimsy look (Cooper E-50 loading typical until 1900's)	Uniform standards: ● Train markers, 1884 ● Watch inspection, 1886 ● Rules, train orders, 1887 ● Signal indications (semaphore), 1891 ● Electro-mechanical interlocking (signals) I—1890 ● Power interlocking (power switch machines) I—1897	93,000 miles of railroad line in U.S., 1880. 37 billion ton-miles, 1880. Standard time zones, 1883. ICC, 1887. Successful electric street railway, 1888. American Railway Association, 1891. 112 mph (NYC), 1893. First "steam railroad" electrification, 1895 (Baltimore & Ohio in Baltimore tunnels)
Cast-steel car and locomotive components (truck side frames, cylinders, bumper beams, etc.) introduced, displacing wood or fabricated steel/cast iron. Anthracite roads developed. Wootton firebox "Mother Hubbard" locomotives outlawed for new construction, 1920. Dual or cross-compound air pumps	Ballast often immaculate and beautifully edged on main lines but not deep, giving track a flat look. Bridges progress rapidly to Cooper E-60 (6,000 lb./ft. live load). Era of the great concrete viaducts. One hundred thirty-pound rail I—1918	Caution aspect changed from green to yellow, clear from white to green I—1908, R—1918. Upper-quadrant semaphores, 1908. 24-hour color-light signal I—1914. Position-light signal I—1914. Radio (experimental), 1914	193,000 miles of railroad line, 1900. New York electrifications—subway 1907, steam railroads 1906 on. 365 billion ton-miles, 1916. U.S. Railway Administration (USRA)—1917-20 (good locomotive/car designs—not so hot at running trains)
Front-end throttle I—1924, U—1927. Roller bearings (passenger, locomotive) I—1926, but rare. AB (three component) freight air brake I—1930, R—1933. Archbar trucks 1938. Stokers for mainline steam R—1938	86% of main-track rail less than 100 lb./yd., 1920. Sperry rail inspection car (magnetic) I—1926. 152-lb. rail I—1935. Cooper E-72 bridges, deep ballast on main lines	Searchlight signals I—1920. Color-position signals I—1921. Semaphore signals O—1926. Primitive inductive automatic train stop, 1920. Centralized Traffic Control (CTC) I—1927. Hump-yard car retarder I—1924. All-relay interlocking, 1929. Cab signals/Automatic Train Control (ATC) I—1930's	253,000 miles of railroad line, 1920. American Railway Association to Association of American Railroads, 1934. First 75 mph passenger schedule, 1935. 447 billion ton-miles and 30 billion passenger-miles, 1929. 233 billion ton-miles, 1932. Pennsylvania Railroad electrification completed, 1938
Tite-lock couplers (passenger) R—1948, U—1960. K-type freight air-brake P—1952. Lubricating pads for standard freight bearings R—1957. Hotboxes down 90%. Load-restraining (damage free) devices I—1950. American Car & Foundry piggy-back-trailer one-point hitch I—1957. Cast-iron (rib-back) wheels P—1968	Continuous welded rail I—1940. Lattice, eye-bars, and other details greatly reduced in "streamline" structures, trading extra material for costly construction labor	CTC on 1900 miles of line by 1940. Route interlocking I—1940. Radio frequencies allocated for railroad use; radio U by 1960. TV communication/inspection I—1955	233,000 miles of railroad line, 1940. 95 billion passenger-miles and 737 billion ton-miles, 1944 (World War II peak). 35 billion passenger-miles, 1950. Piggyback loadings equal 150,000 cars, 1955
Long-travel (15" to 30") cushion underframe I—1960. Allowable axle loads raised by 5%, 1963. Freight-car truck snubbers U—1960. Freight-car roller bearings R—1968; rotating-end-cap design introduced. Found on 50% of car fleet by 1975. Running-board requirement eliminated, hand brake wheel lowered, 1969	Track maintenance highly automated in all aspects, but weight of trains gets ahead of roadway engineering and dollars on many railroads, resulting in too many low joints, slow orders, and rock-roll of high cars. Continuous welded rail totals 40,000 miles by 1975. Seventy per cent of main-track rail heavier than 100 lb./yd. by 1975	Continuous developments in classification yard automation. Wayside hotbox detectors. Automatic Car Identification (ACI) labels I—1969, U—1971, P (requirement eliminated)—1978. Radio control of slave units I—1965	218,000 miles of railroad line, 1960. 572 billion ton-miles, 1960. First unit-train operations (coal). Piggyback loadings reach 1,000,000, 1965. Auto-Train, 1970. Amtrak established May 1, 1971. Conrail established April 1, 1976. 850 billion ton-miles, 1974. 10.6 billion passenger-miles, 1976
Long shots by 1990's: ● Automatic couplers (freight) including air-hose coupling ● One-valve control of train line (minimizing angle cocks) ● Central-axle (guided) freight trucks ● General-service electropneumatic brakes ● On-board hotbox detectors	Concrete ties finally get a significant foothold in Northeast corridor, Florida. Welded-rail turnouts; "swing-nose" frogs for passenger corridors? Secondary trackage either abandoned or upgraded	Radio scanner use by railfans U—1980. Average train length declines as general modifications to work rules make operation of frequent, fast trains economic. Individual-car, computerized scheduling for reliable delivery. Solar-charged signal batteries become part of the scene	The first true transcontinental railroads in U.S. by merger in early 1980's, but a continuing rash of new shortline railroads. Piggyback loadings pass 2 million mark, 1980. Northeast corridor 125 mph standard, 1982. U.S. ton-miles pass 1 trillion—year, 1982?
<b>R—Recognized as standard or required by rule or law for new construction</b>	<b>U—Essentially universal application on major lines</b>	<b>O—Obsolete: No longer built new for first-line use</b>	<b>P—Pfft: Found only in museums or surrounded by railfans if still in use elsewhere</b>



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

By Mike Kirk

This is the second in a series from an article that first appeared in the **Whistle Blower**, the unofficial magazine of the LIND CENTER AND SOUTHERN HYSTERICAL AND TECHNICAL SOCIETY.

### Chapter Three-Connection With The Lanark and Western.

The Lanark and Western is a short line railroad which crossed the LC&S just east of Lind Center. The president of the Lanark and Western, Jan Treetopper, helped develop the road into the transportation power it is today. Due to its construction through swamps and low areas especially near Rural, Wisconsin, it has much trouble with washouts and so trains are seldom running. It is sometimes known as the Phantom Railroad because whenever Treetopper is about to cross the LC&S tracks, he stops and waits for the orange engines pulling the trains he imagines are coming.

### Chapter Four-Rogersport History.

Rogersport was the home of the Great Lakes only pirate-Pegleg Hildebrandt. His ship, The Big Twila, was painted green and yellow. His most famous exploit was when he stole a ship of the Fredrick F. shipping lines. He later abandoned this ship when he found it contained only a cargo of foundry sludge.

## ANNUAL CHRISTMAS PARTY

By Jan Trierweiler

The Waupaca Area Model Railroaders annual Christmas party was held on Sunday January 22nd at Willard and Ruth Wilde's.

Honored guest was Cliff Deveraux, who had just recently returned from his Christmas stay at his daughter's home in Indiana. In all, there were about 35 members, guests and family members in attendance.

This year's feature video presentation was on the Union Pacific Railroad at Sherman Hill during the 1950's. This was a film showing BIG time railroading with over 40 trains passing in a six hour period. Other tapes shown included Burlington Northern and Great Northern tapes.

The annual gift exchange again was a real hit, with many very nice and often homemade or detailed models exchanged.

This was a totally enjoyable and relaxing day for everyone. We should all be very grateful that Willard and Ruth put on such a fine party for us, totally at their expense. Thanks again Ruth and Willard.

When the people of the city of Warf Area were looking for a name for their home, they decided to name it in remembrance of the sight of the Jolly Roger flag flying high atop the mast of the ship of their most famous citizen.

## CSX BEGINS SERVICE TO WISCONSIN

By Gordy Sauve

AMHERST, WISCONSIN In a joint announcement, Gordy Sauve, President of the Midwest division of CSX, and William Burkhardt, President of Wisconsin Central Ltd., announced the signing of a definitive agreement to provide continuous connecting service between the two roads.

The agreement will give customers of both railroads direct access to major markets throughout the uppermidwest, northeast, midatlantic and southeast. Connecting points will be through both road's yards in Chicago.

Burkhardt praised the agreement as providing a natural extension of services for its customers in Duluth, the Twin Cities, Central Wisconsin, Green Bay and the Fox River Valley, and Milwaukee. This will link them directly to the east coast market.

Sauve said this agreement will give CSX and its subsidiaries SCL/L&N, B & O, and C & O lines a strong marketing advantage in servicing east coast customers doing business in the midwest.

Service was slated to begin April 1st.









# Chatter from the Crummy

VOLUME THREE NUMBER ONE

DECEMBER 1989

## BILL OF LADING

PASSENGER TRAIN ON WC	PAGE 2
FROM THE CONDUCTOR	PAGE 2
MINUTES OF MEETING 6/15/89	PAGE 3
WINNERS	PAGE 3
TREASURER'S REPORT	PAGE 3
CALENDER	PAGE 3
SMART ENGINE BUYING	PAGE 4

## NMRA NATIONAL CONVENTION

July 24th was the departure date for three club members on their trip to the NMRA national convention in Huston, Texas. Jan Trierweiler, Lynn Draper, and Jerry Thompson took a leisurly five days to reach Huston, viewing many interesting railroad sites on the way. Included were a privite tour of the Union Pacific engine shops at Little Rock, Ark., Union Station and the National Transportation Museum in St. Louis, the Reader Railroad in Arkansas and numerous yellow and grey engines.

Highlights of the convention included the railroad museum in Galvaston, Tx., just missing a hurricane, side trip to San Antonio, seeing Lorrell Joiner's fabulous layout, the manufacturer's show (visited by 24,000 people), meeting many friendly Texans, good clinics, many great bargins, seeing numerous great layouts of all scales, eating at several Texas Bar-B-Q's, and some very **HOT** weather!!!!!!!

Visting a national convention can be somewhat expensive(\$400-\$600), but the knowledge gained, the visual experiences, and the friends made are well worth the money.

## WE ARE OFFICIAL!

On June 22nd, 1989, the informal club that had in the past been known as the Waupaca Area Model Railroaders was officially recorded with the State of Wisconsin as an incorporated organization. Our club will now officially be known as THE WAUPACA AREA MODEL RAILROADERS LTD.

Gordy should be given much credit for this historic step for our organization. He took care of all the research and the piles of bureaucratic forms needed to complete this project.

As one of the requirements for incorporation was to develop a formal structure to our club including the formation of a set of by-laws and the election of officers and the creation of a Board of Directors.

The results of the election was:

President-Willard Wilde  
V.President-Mike Kirk  
Secr./Treas.-Gordy Sauve

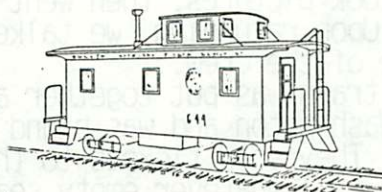
Board of Directors:

Roger Hildebrandt, President  
Larry Hildebrandt, Director  
Jan Trierweiler, Director  
Peter Onan, Junior Rep.

A rough draft of the by-laws is being reviewed by the club members.

The process of applying for tax-exempt status was postponed until a later date because of the \$150 to \$300 fee and lack of need because of our small yearly operating budget.

## WAUPACA AREA



**MODEL**

**RAILROADERS**



**CHATTER FROM THE CRUMMY**

EDITOR

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## **PASSENGER TRAIN ON THE WC**

**By Willard Wilde**

On July 8th, your's truly, the wife and Peter Onan journeyed to the yards at Stevens Point. We arrived about 7:00 PM. Sitting on track one was 724 in WG colors and seven passenger cars. They were privately owned.

There were two U.P., one NYXITH., one Rail Venture, one Santa Fe., one Milwaukee Road, and the open observation car so often seen in train Magazine.

We took pictures, then went for supper. Upon returning, we talked with some of the crew.

The train was put together at Seattle, Washington and was bound for Chicago. They sold tickets to the public to fill whatever empty seats that were available. The train was sold out. They left at 12:01, the next AM. arriving in Chicago on Sunday afternoon.

## **FROM THE CONDUCTOR**

This is the time of the year when everyone stops to give Thanks for all the things in their life that makes their life good. We as a Model Railroad Club, have many things to be Thankful for. First, and most important, we are fortunate that Willard is so generous with his dedication to our group to provide us with the facilities for us to have our layout, and then to provide the funds to expand those facilities to provide an even better place for meetings and socializing. When you read and hear about other clubs and their budgets for building expenses, we are indeed very lucky.

Secondly, we can be Thankful for the great group of people in our group. With all the volunteer labor given to complete our building project, the modular layout, and our public shows, it truly shows, everyone is willing to give their time to make this a great organization. Gordy should also be praised for all his time and effort in getting our group incorporated and the bylaws assembled and approved.

Thirdly, I am Thankful for such a great group of people that I can really call friends--people that I have shared so many good times with, that have provided a mental release from some trouble times, and most of all, that have provided a common satisfaction of sharing one of the most fulfilling of all hobbies--Model Railroading.

Thanks to you all.

J. T.



## MINUTES

Minutes of the Waupaca Area Model Railroaders, Ltd.

6/15/89-Meeting held at the home of Roger Hildebrandt.

Roll call: Jan, Roger, Willard, Larry, Mike, Gordy.

M/S Jan, Roger to appoint Willard as meeting chairman until permanent officers can be elected. Ayes all.

M/S Jan, Roger nominated Willard for President, Mike for Vice President, Gordy for Secretary/Treasurer. Ayes all.

M/S Jan, Roger nominated Roger, Jan, Larry as members of the Board of Directors. Ayes all.

Gordy was appointed by President Willard to investigate liability insurance and to incorporate the "club" as a non-profit corporation. He was also instructed to file for tax exempt status with the IRS.

Donations were made in \$70.00, and a \$33.81 balance from the unincorporated club was turned over to the treasurer. M/S Jan, Larry that the treasurer open a checking account at a bank convenient to him.

Assets of the club are:

1. Club modular layout
2. Soo Line brass steam engine
3. Travel Trailer to carry modular layout.

M/S Mike, Larry to adjourn. Ayes all.

Gordy Suave  
Secretary/Treasurer

## WINNERS

Kalmbach Publishing generously donated four one-year magazine subscriptions to our Modular Layout show this past August, at the Waupaca County Fair. Winners, in a drawing conducted at the end of the fair, were.....Helga Seversen of New London and Nicholas Lundt will receive Classic Toy Trains, Billy Krueger of Weyauwega will receive Model Railroader, and Andy Wick of Waupaca will receive Trains. A thank you letter was sent to Kalmbach acknowledging their generosity.

## TREASURER'S REPORT

As of October 19, 1989 the club has \$178.61 in the bank. There are no outstanding bills. Noteworthy sources of income were-

- the Soo Line convention in Stevens Point, \$13.47.
- Waupaca County Fair income, \$75.00.
- Club House Car donations, \$28.70.

## CALENDER OF EVENTS

Feb. 4th, 1990-Christmas party

Feb. 24th & 25th-Modular layout to Marshfield Mall



# SMART ENGINE BUYING

By Jan Trierweiler

Before you make your next locomotive purchase, Do you do any planning before you fork-out that \$25-\$50? If you are like most people, you buy first by price, second by operation, and third by prototype engine style. Most people who see a hot bargain for an Atlas GP-40 in Norfolk Southern paint scheme will snatch it up without thinking where they might use such an engine. Pretty soon, you have a large collection of unrelated, bargain engines.

The first step in sensible model engine purchasing is to create the system into which a particular engine will fit. If you are strictly following a prototype railroad, the task is easy. You simply find a complete roster for that railroad and see if they ever owned such an engine. You may want to be selective in the engine you purchase, such as, if you are modelling a branch of the Union Pacific, you probably won't want to order any DD-40's. I think you should generally have a representation of the total roster. This would mean, have several individual engines or a few types, such 2 or 3 GP-40's, 2 or 3 GP-38-2's and 2 or 3 SD-40-2's. This would be better than 1 GP-40, 1 GP-38-2, 1 SD-40-2, 1 U 25B, 1 U 28B, 1 U 33C, etc., etc. You should be careful to use only certain engines for a certain job, for many railroads were quite specific about which class of engines were used on which job or even on what division. For instance, until the last bankruptcy, the Milwaukee Road kept almost all of the GE U-Boats on the west coast.

If you are creating your own rail system, you must put yourself in the position of Director of Motive Power and do all the decision making concerning your railroads engine roster. Some considerations you must think about are:

Location of railroad--what type

of terrain does your railroad travel through. Do you need high power-six axle engines to fight through the mountains or general purpose road switchers for a granger short-line.

Economic status--is your railroad a super power in the national rail scene fighting the Union Pacific and the Santa Fe or are you scrounging for every dollar and can barely afford to keep your third-hand first generation engines chugging along. Also, do you buy each new model of engine as it is released or do you wait to buy the cast-off engines such as the CNW did, ending up with a little bit of everything from just about every railroad in the nation.

Buying philosophy--do you, as a company purchasing agent, like to experiment with all engine manufactures like the Milwaukee Road did--buying engines for Electromotive, Alco, Fairbanks Morse and Baldwin, or are you completely loyal to one firm, such as the Green Bay and Western buying only from Alco.

All of these factors should be considered when developing a roster of engines that looks like it could be a real railroad. The overall scene that you will be producing will be much easier to believe if you are consistent in your buying and have a small portion of the over-all total roster. Finally, remember to buy quality running engines and possible fewer in number, and you will be happier in the long run. Purchase a few good running and good pulling engines, and then some dummies to run with them and you will have less frustration when you operate.

Most important of all, don't look at my engine roster, for I have broken almost all of the rules I suggested here--maybe you can learn from my mistakes.