

Chatter from the Crummy

VOLUME FOUR NUMBER ONE

FEBRUARY 1990

LAYOUT AT PLOVER MALL

By Jan Trierweiler

Saturday January 27th and Sunday January 28th was the dates of the annual Train Show at the Plover Discount Mall sponsored by the Central Wisconsin Model Railroad Club of Plover. This was our second year of showing our portable layout there.

The Plover, Wisconsin Rapids, Marshfield, and Waupaca clubs had layouts on display. HO, O, N, and G scale layouts were shown.

A new feature of this year's show was a model contest held on Sunday afternoon. The results of the contest are:

Locomotives-1st Michael Mendrzycki-
Two truck shay
2nd-Ross Rossier-GBW Alco
S2
Passenger- 1st-Don Kottke- Great
Northern F7 ABBA
2nd-Jan Trierweiler- Milwaukee Rd. F7 ABA
Rev/Non Rev.1st-Mike Eiden-MRE Bay
window caboose
2nd-Roger Hildebrandt
Soo Line Rib Side
Box
Best of Show Don Kottke-Great
Northern F7 ABBA

This was an interesting and appreciated addition to the show.

From the compliments from the general public, and from the members of the other clubs showing, I think we can be very proud of our layout.

Probably the highlight of the show was the "almost" sale of three very rare Atlas GP-40's in the Milwaukee Road paint scheme for an unbelievable price of \$13.95. It was an almost sale, because the owner didn't know about it. It was lots of fun.

The Central Wisconsin Model Railroad Club should be complimented on putting on a really fine show. It is hoped that this continues to be an annual event.

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FROM THE CONDUCTOR

I think this is perhaps the best issue yet of our newsletter. The main reason is because so many people have participated in its content. So, give yourselves all a pat on the back for a job well done. It continues to amaze me at how much we can accomplish as a group--**WE ARE GREAT.**

I have put some materials concerning the 1991 NMRA National Convention at Denver in the meeting room. Special advantages will be given to those who register by June 1990, so we may want to pre-register. We can register as a group, which will also make it possible for us to do things together as a group. The registration is \$55.00. See me for more information.

We are in the middle of the showing season for the portable layout. We have Marshfield, LaCrosse and Waupaca coming up, with having completed successful shows at Wisconsin Rapids and Plover. We can truly be proud of that project.

ISN'T THIS HOBBY GREAT!!!!!!

JT

THE PRESIDENT SPEAKS

By Willard Wilde

MANY THANKS

I would like to take this opportunity to thank everyone who helped in any way they could to make the train building a better place to meet. From the ground breaking, to the top of the roof, I think it was well worth it. When it is completed, we will have to have a grand party. Once again, many thanks to all.

SIX MONTHS, A LOOK BACK

Well, we are six months old--so far--so good. We have done a lot of the ground work necessary to get an organization as this off the ground. By-laws have been written, meetings held, and the constitution drawn, committees established and schedules made. It will take a little more time, but I think it is falling into place.

CHRISTMAS PARTY

The annual Christmas party was held on February 4th at the clubhouse. Gifts were exchanged, videos were viewed, stories were told, fun was had by all. There was way too much good food to eat. A very special thanks to everyone for the gift certificates--very unexpected--but will be put to good use.

THANKS AGAIN

CSX COMES TO CENTRAL WISCONSIN

AMHERST, WISCONSIN Gordy Sauve, President of Pine Ridge Plantation Lines, announced the signing a marketing agreement with CSX Transportation. Under terms of the agreement, Pine Ridge Plantation Lines, a short line service to Central Wisconsin, will forward freight to Chicago over Wisconsin Central trackage. The lease of trackage rights to Pine Ridge Plantation Lines was excuted in April 1989.

The marketing agreement will provide scheduled service to customers of both lines where none existed before. There has been an enthusiastic reaction by customers of both lines. Under the agreement, Pine Ridge's schedule will be modified to provide "no hold-over" service at connecting points. Customers of both lines with computer capability will be able to access CSX computers to check current schedules, equipment availabilities and to place an order for equipment pick-up or delivery.

Also part of the agreement was the adaptation of the CSX paint scheme by the Pine Ridge Plantation Line. A decision to add additional identification to Pine Ridge's equipment is under study.

CHATTER FROM THE CRUMMY

EDITOR

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This newsletter is the official publication of the WAUPACA AREA MODEL RAIL-ROADERS 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.

CALENDER OF EVENTS

February 24,25	Layout to Marshfield Mall
March 23, 24, 25	Layout to LaCrosse
April 12	Meeting at Roger's house
April 28	Winnebago Land Division NMRA Spring meet at Green Bay
May 19, 20	Layout to Waupaca Mall
June 9	1st Annual WAMR open Golf Tournament and First Anniversary Party at Sauve's
August 2, 3, 4, 5	Soo Line Historical Society Convention Sault Ste. Marie, Canada

TREASURER'S REPORT

FEBRUARY 3, 1990 The balance in the checkbook of the Waupaca Area Model Railroaders Ltd. is \$198.61. The only disbursement since opening the account has been for checks in the amount of \$11.37.

Gordy Sauve, Treasurer

NOTES FROM THE CHAIR

By Roger Hildebrandt

Monday February 5th, the day after the Christmas party, I went for a ride with railroading in mind. I stopped at Stevens Point where I got some more pictures of cars I would like to paint. Wisconsin Central was switching with a 6 axle black bandit with about 10 to 12 more engines sitting at the round house. From there I stuck my nose in the front office to see what kind of news or info I could come up with.

It seems that there was a derailment Friday night near Pembine. One car, lots of ties and a bridge was damaged. It was expected to be over \$60,000 worth.

I asked about the coal trains going through Waupaca. The reply was that there weren't any. The Soo has the Weston contract, but the WC has a contract to haul iron ore that the barges can't handle until April. There are several trains a week of 90 to 120 cars each, mostly Con-Rail. Sorry about the misinformation--never did see what was in the cars--just assumed it was coal for Weston. I was going to follow one of the trains once to see for sure. I guess it would have been a long ride.

I stopped at Marshfield to check things out and make reservations for the upcoming weekend. I talked to the man in the Hobby shop about

setting up some home layout tours since the mall closes so early on Saturday. He thought there wouldn't be any trouble in being able to get several lined up. (hope hope) He also had a nice collection of custom painted WC engines. (someone bring Peter's money) I ordered cabooses 17 and he thought he could have several others ready then too.

I am going to Marshfield Friday night for two reasons:

1-to avoid pulling the railer in bad weather, if any, on Saturday morning

2-taking the family along for a week-end

STILL MORE NOTES

I talked with the county fair secretary and she doesn't see any trouble in letting us use the unsold booths for a free railroad display. The fair is August 22nd to the 25th, but she can't let us know until the first part of August. I am not going to hold my breath--I would like to go there tho.

Also Jan and I put our name in this year at Train Fest. They thought there wouldn't be any trouble getting us in. So keep in mind that we may take the module layout to West Allis the second week-end in November. They are going to let us know sometime this summer.

(Continued on page 5)

NOTES FROM THE CHAIR
(Continued from page 4)

AND STILL MORE

At this time, I would like to thank everyone for their help and support of what was a pet project. The remarks and comments from the people that have seen the module layout speak for it's self in how good a job everyone has done. Thanks.

Not much has happened on the Evergreen Hills & Allen Creek. A few trees popped up and disappeared. An occasional grain train has appeared but other than that, regular freight and iron ore as usual. Some new trackage was layed south of Ginnyville heading to the big new ore mine. The track is not to the mine yet, but it did get far enough to complet the junctunon with the Badger Central. This will be the fourth interchange the EH&AC has with other railroads. This should help improve traffic and revenue flow.

P.S.

Good Christmas party. I am looking forward to our 1st aniversary party.

Happy Railroading

CB

Roger H.

DID YOU KNOW?

The Ashley, Drew and Northern Railway operates 6 locomotives, over 41 miles of track, yet it ownes 2076 freight cars.

WISCONSIN CENTRAL ORDERS 150 MORE CARS

By Jim Flasch

Post-Crescent staff writer

Wisconsin Central Ltd. has ordered an additional 150 covered hopper cars from the Bethlehem Steel Corp.'s Freight Car Division at a total cost of nearly \$7 million.

The 100-ton, 3,000-cubic foot cars are in addition to an order for 250 similar cars placed by Wisconsin Central in 1989.

All of the cars will be used to move roofing granules.

Wisconsin Central President Ed Burkhardt said there are two large roofing granule manufacturers along the line which the railroad serves.

One is a GAF operation in Kremlin, Wis, and the other is the 3-M plant at Wausau, according to Burkhardt.

"We just changed the order to 400 cars," Burkhardt said. "The extra 150 can come along with the previous 250 we ordered because there is some economy in manufacturing that way."

The delivery of the cars is expected to be completed in March.

In addition to roofing granules, the 400 covered hoppers will also be used to move sand, Burkhardt said.

The equipment brings Wisconsin Central's 1990 expenditures for roadway and equipment improvements to \$20.4 million, compared with \$21.2 million in 1989.

(Continued on page 6)

WISCONSIN CENTRAL BUYS MORE CARS (Continued from page 5)

The cars are being built by Bethlehem Steel Corp.'s freight car division in Johnstown, Pa.

Other major work planned for 1990 includes the installation of 133,000 ties, and re-laying five miles of track with continuous welded rail, which allows for smoother and faster transportation.

In addition, Wisconsin Central plans to do heavy repairs to 376 freight cars.

Burkhardt said business is strong.

"It's going well. Overall, our business last year was up 10% over 1988, and at the end of the month of January, our business was 25.7% above January 1989," he said in a recent interview.

Wisconsin Central moved some iron ore loads this January which it did not have before, which was a big element in the increased business, according to Burkhardt.

"But that's not all of it by any means," he said.

Last year, Wisconsin Central opened a new intermodal facility in Neenah, which provides next morning delivery of highway trailers and container to Chicago from the Fox River area. The total cost of that project was \$650,000 which included \$450,000 for a side-lift crane and the rest for land, building and support equipment.

Wisconsin Central is the state's longest railroad and operates more than 2,000 miles of track in Illinois, Wisconsin, Michigan's Upper Peninsula, Minnesota, and Ontario.

Wisconsin Central Ltd. was formerly owned and operated as the Soo Line's Lakes States Division until it was purchased by Wisconsin Central and began operations Oct. 11, 1987.

The railroad serves 39 major pulp, paper and paper-converting mills which account for approximately 60% of its business.
(Appleton Post-Crescent 2-6-90)

RAILFACTS

THE BIG BOY (4000CLASS) LOCOMOTIVE

These 4-8-8-4 articulated locomotives were made for the Union Pacific Railroad by the American Locomotive Company. Among the largest steam locomotives ever made, Big Boys weighed 1,104,200 pounds (over 552 tons) and were 133 feet long. Built for hauling heavy loads up mountain grades, the engine developed 135,375 pounds of tractive effort and were capable of 80 miles per hour. Under heavy load on steep grades, a Big Boy could consume 22 tons of coal and 22,000 gallons of water an hour. The first Big Boy was delivered in 1941, and some 25 were built.

Chatter from the Crummy

VOLUME FOUR NUMBER TWO

MAY 1990

Clifford Deveraux (1898-1990)

Clifford Deveraux, 91, Wisconsin Veterans Home, King, formerly of 306 Oak Street, Waupaca, died on Thursday, March 1, 1990 at 3:45 p.m. at the veterans home. He had lived at WH since May 1989, coming from Waupaca. He was a World War I veteran and retired ticket agent with the North Shore Railroad, Chicago. He was born on April 2, 1898 in Marshfield, a son of the late Ortin A. and Mary M. Deveraux. He was married on Dec. 21, 1920 in Waupaca to Eva P. Wagner who preceded him in death in November 1966. Survivors include one daughter Mrs. Patricia (Harold) Killoren, Fort Madison, IA, a son Clifford James Deveraux, Phoenix, AZ; a brother Gerald Deveraux, Libertyville, IL; three sisters Donna Hanson, Waupaca, Ardyce Hamilton, Appleton and Dorthy Sanders, Flint, MI, 16 grandchildren and 34 great-grandchildren. He was also predeceased in death by one daughter Beverly Mae Strohm in May 1989. Funeral services were held on Tuesday, March 6 at 11 a.m. at the Holly Funeral Home, Waupaca, with Rev. Perry Bell, First United Methodist Church, officiating. Burial was in the Lakeside Memorial Park, Waupaca. Holly Funeral Home was in charge of arrangements.

(Waupaca County Post)

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WAUPACA EASTERN RAILROAD



O. CLIFF DEVEREAUX
PRESIDENT
AND
CHIEF OPERATIONS MANAGER

306 OAK STREET, WAUPACA, WISCONSIN 54981

FROM THE CONDUCTOR

As I have been sitting here staring at a very large, blank piece of paper for what seems like forever, trying to think of what to say about the passing of our friend, Cliff, so many things come to mind about my relatively short 15 year acquaintance with him. (Short, when you consider his 91 years of life.) Probably, I will remember best the numerous Thursday nights, when some general discussion would start Cliff off into a sometimes long, sometimes short, but always extremely interesting discussion of one of his railroading experiences. This proved to be of such great importance as Cliff was the only member of our club that actually worked on a railroad. Whether the topic was the arrangement of the cars in a passenger train or the merits of a certain steam engine, Cliff always had the knowledge and the willingness to share that knowledge. As the years passed and time finally started to catch up with this gentle old man, his visits to the club became less and less frequent. When he did come out on Thursdays, He seemed just content to sit and watch and enjoy seeing the guys work and still be a part of our friendships. A person only needs to walk into the trainroom to feel his presence. The monuments to his modeling skill are everywhere, from the most impressive ore dock and bridges, to the too numerous to count scratch built cars, to the little hand-cut signs for the LC&S and other railroads.

Whenever we throw the main switch and start the trains to roll, I think Cliff will be looking over our shoulders to make sure we are doing things the railroad way. If it isn't, I think I will be able to still picture him with that wry little half smile and a slight shake of the head that meant you probably just violated some basic rule of the railroads.

I will be touched forever by knowing this great man. Cliff is now on his last journey--I hope he has the best seat on the observation platform of the best passenger car the Soo Line ever had to offer--he deserves it! So long friend.

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EDITOR

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THE PRESIDENT SPEAKS

BY WILLARD WILDE

Well, we are one year old and I think we can all be proud of our achievements. We have constructed a moduel layout that is second to no one else. We added to the club house, constructed a parking lot, and we even have a balance in the bank.

On June 9th 1990, the Waupaca Area Model Railroaders will hold our first annual outing. This is a time to set back and have a good time, telling of what you have accomplished over the past year. The program is in the newsletter.

Lets all show-up and have a good time. See you there. Thank you.

FIRST ANNUAL WAMR OPEN

BY GORDY SAUVE

Whether you golf every week, or have never golfed at all.....join the fun at the First Annual WAMR Open, June 9, 1990....Bring your wife or significant other(or both if you like living dangerously). Dean and Gordy will host the event at their Par 3 scrub course. Don't look for Jack Nicholas or Arnold Palmer to be in attendance, or flowers around the greens and sand traps....Sentry World its not. Its a fun course where you don't have to worry about sand traps and divots. Meat, drinks and equipment(balls and clubs) will be furnished. Please bring a dish to pass. Tee times starts at 1:00 PM. If you don't golf, come anyway, there will be other things to do including bad-mitten, horse shoes, croquet and just plain sitting around, maybe even a little model railroading. RSVP (715) 824-3233 or 3980 Elkins Road, Amherst, Wisconsin 54406.

TREASURER'S REPORT

The cash balance in the Waupaca Area Model Railroaders Ltd. treasury is \$239.11. The maintenance fund, which is part of the total stands at \$72.00. There are no outstanding bills or obligations.

GORDY SAUVE, Treasurer

NEWS FROM THE EH & AC

BY ROGER HILDEBRANDT

New grass and trees are starting to show up along the main line but with the dry weather, we had a small grass fire just east of the LC & S junction.

Several more new cars and engines have been seen passing through lately thanks to the spring meet and an order purchased by another railroad.

I have discovered that by adding a little more lead weight to the new Athern engines it not only adds to its pulling power but seems to tame them down so that more of them run together at the same speed. One even runs with an Atlas real good.

I don't buy the expensive weights from the hobby shop but instead for a few dollars I buy sheet lead from a local plumber. A \$1.50 got enough lead to do about a dozen engines. The lead is 1/16 inch thick and can be cut to fit with a scissors or x-acto knife.

Track planning for the Green Bay area is under way but the head engineer can't seem to make up his mind. Any ideas would be appreciated.

We had a gathering here several weeks ago. Hope to have more. It helped to point out weak points in the operating section that I can work on to change or correct when time permits. Thanks to those that were able to attend.

SCALE MODELING RUBS OFF

BY GORDY SAUVE

Call them Tin Platers, Toy Train Buffs or Blacksmiths, but you guys have made your point. The Pine Ridge Division of the Chesapeake and Ohio Railroad is going realistic. In an effort to look more like a model railroad and not like a circular race track the Pine Ridge Division has taken to producing railroad ties (900 so far), weathering its track, laying roadbed and ballast. Gordy Sauve, President of the Pine Ridge Division, says its going to look great and add years to his life...he's probably going to have to live to be 103 to get his railroad finished....or at least to a point where he can tear parts of it out and modernize it.

PHONE CALL FROM AUSTRALIA

BY MIKE KIRK

On Saturday morning while we were at the NMRA meet in Green Bay, Barb received a telephone call from Australia for me. It was from Noel James, Cliff's pen pal. He said he had received the letter I sent him several months ago and wanted to make contact. He had not been well and had a series of operations "up in the states" as he put it. He had also been with his kids and got caught in the floods. He has one more operation and will write after it is over.

The Veterans Home had informed him of Cliff's death.

NMRA SPRING MEET

BY ROGER HILDEBRANDT

Once again the Spring Meet has come and gone. For those of you that didn't go, you missed a few historic events. Several people outspent Pete and the quantity of material a person can buy for \$1.00 was set by Jeff W.

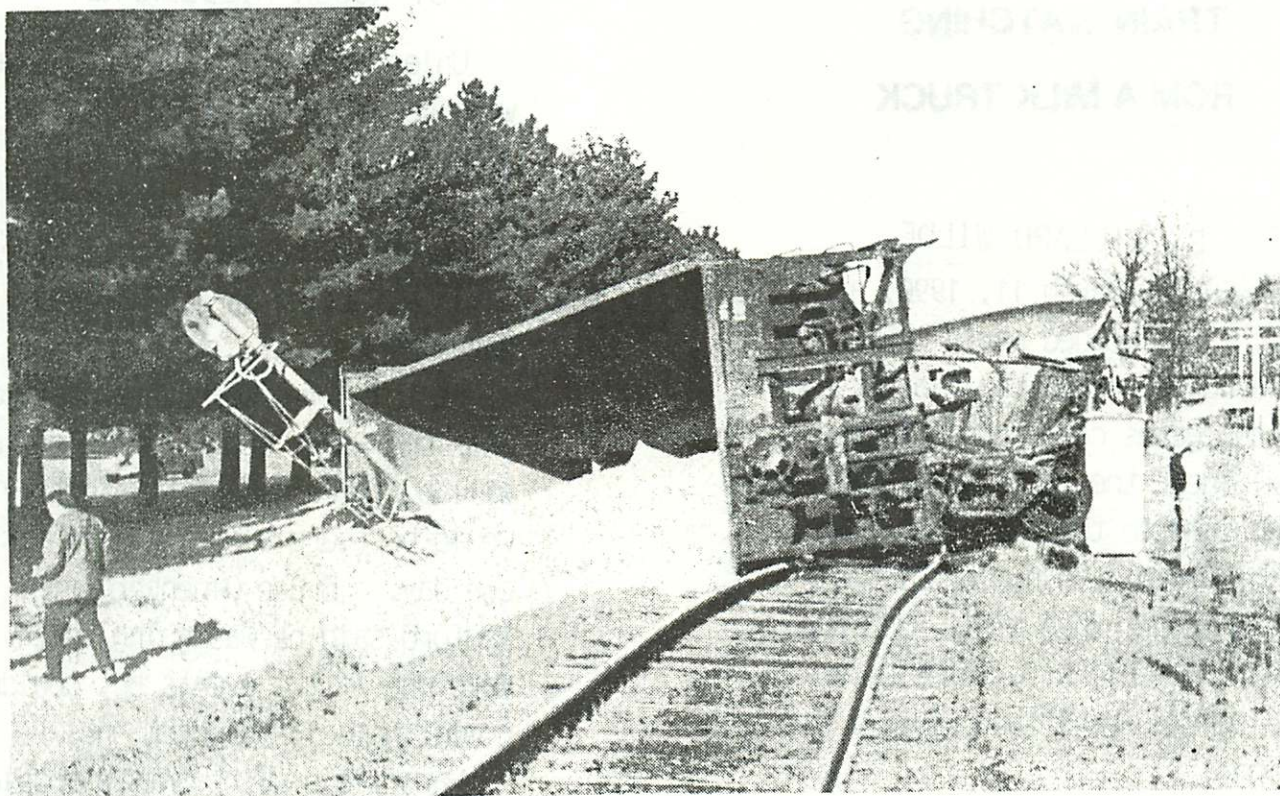
Overall the meet was pretty good with plenty of swap tables and of course the visit to the Railroad museum. For a town the size of Green Bay, I thought they were a little short on the home layout tours. The ones we did see were pretty good. We also had quite a tour of some of the housing projects in Green Bay due to a poor home layout tour map.

On the way home we stopped a Seymour for lunch and stumbled on the areas club layout at the old GB & W depot. These folks have a nice museum layout started. This should prove to be a place to visit from time to time.

HELP WANTED

Workers for the FFA foodstand at the Model Train Show June 23 and 24. One hour or longer. Members, wives, children, relatives or strangers welcome. Contact Roger or Virginia Hildebrandt.

WC WRECK IN WAUPACA



WAUPACA COUNTY POST STAFF PHOTOGRAPH

WAMR EARNS FIRST MONEY FROM SHOWS

BY GORDY SAUVE

Does it do any good to put out the introductory order blanks for Trains and Model Railroader magazines? Kalmbach Publishing thinks so, and has rewarded the WAMR its first check for their efforts. During the first quarter of 1990 they sold two subscription to Model Railroader and one to Trains.. providing us with a check for \$5.50 for our efforts. Let's keep up the good work....it won't make our club rich, but every little bit helps.

One April 13th an eastbound Wisconsin Central Ltd. freight train derailed in Waupaca just east of the crossing near the Filter Materials plant. Eleven cars including ten ballast cars and one covered hopper filled with flour left the track. The derailment was caused by an overheated journal bearing in one of the ballast cars. The accident blocked off Ware Street, forcing a re-routing of the traffic for a period of time.

Trains were running again by 10:00 PM but crews were still on hand throughout the next couple of weeks cutting up the destroyed cars and repairing the track. The switch and the signal at the end of the siding were destroyed and took some time to replace.

TRAIN WATCHING FROM A MILK TRUCK

BY WILLARD WILDE

On Sunday March 11, 1990, at 11:52 a.m., I was headed north on Mill St. in Weyauwega, when the flasher came on, the gates came down. I came to a halt near the gates when a WC west-bound came to the crossing. Two green SD-45s, the numbers I could not remember, then 1724, 8993 and 9093 in WC colors followed by another green SD-45 the number I did not get.

In tow, there were 152 coal cars, all empty. A lot of Conrail, several Reading, and a good number of ex Soo 61000 series cars mixed in. She was moving right along.

The three SD-45s in WC colors, I think were the ones on lease to the Union Pacific as part of the Oxford group, but had been returned just recently. It sure was an enjoyable two minutes.

WANTED

ITEMS FOR SWAP TABLE

At the train show, June 23 and 24. Sell your junk to finance your purchases or donate it to the club to help defray expenses of the organization.

NOTES FROM THE CHAIR

BY ROGER HILDEBRANDT

Unless you hear other wise, we will be setting up Friday May 18 after supper at the Woods Mall. The Point group may come down Friday too.

For the Strawberry Festival, we will be setting up at the armory Saturday June 23.

At this time we have confirmed that the Point and Marshfield clubs will be there. Rapids said they would be there also but only for one day. Bruce Oldenberg from Medford said he was going to try and make one of the events but couldn't commit himself to which one.

Marshfield also wants a couple of swap tables. I believe our group will have a table, so if you have anything you want to sell be sure to bring it. Anyone that wants to be included in a home layout tour for the clubs showing layouts at the armory, please let me know.

RECENTLY OVERHEARD CONVERSATION

V.-Honey do you remember last week when I took you to work?

R.-Yes

V.-On the way home I had to stop for the Soo Line and the cabooser waved to me.

R.-What the heck is a cabooser?

V.-Well the guy in the engine is the engineer so isn't the guy in the caboose the cabooser?

R.-HA-HA-HA well I guess so!

From the files of sweet memories.

RLH

CHATTER FROM THE CRUMMY

OFFICIAL NEWSLETTER OF THE WAUPACA AREA MODEL RAILROADERS LTD.

VOLUME FOUR NUMBER THREE

SEPTEMBER 1990

DENVER, HERE WE COME!

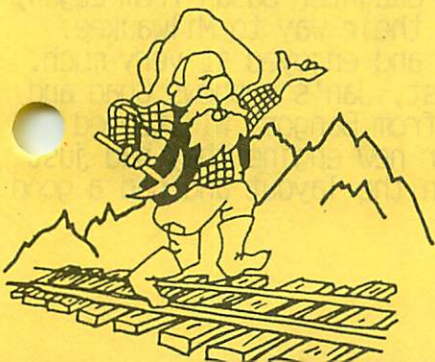
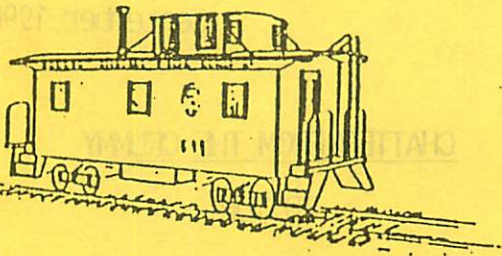
Our club has officially been invited to show our portable layout at the 1991 National Model Railroad Association National Convention to be held in Denver, Colorado on June 30 through July 7. These annual conventions usually attract over a thousand model railroaders from through-out the world. Each of the last two conventions also had over twenty-thousand non-registered people view the model show on the last two days of the convention. This obviously will give our club an excellany opportunity to show off all the work we have done on our portable layout.

Thus far, the following club members have registered to go to the convention: Willard and Ruth Wilde, Roger and Virginia Hildebrandt and Jeremy, Larry and Lorraine Hildebrandt, Richard and Josephine Walker, Lynn Draper, Jerry Thompson, Gary Merkl, Jan Trierweiler, and Peter Onan.

We have much work yet to do on the layout including finishing all the jumper cables, building several bridges, finishing the rivers, and complete all the extra, added details needed to make our layout one of the best layouts at the NMRA National Convention.

MOUNTAINS OF FUN IN '91

*The 1991 National Model Railroad Association Convention
Hosted by the Rocky Mountain Region, NMRA - Denver, Colorado - June 30 through July 7, 1991*



FROM THE CONDUCTOR

I Have decided to simplify the style and layout of the newsletter somewhat to make it easier to produce and thus give me more time for things like including photographs, possibly more art work and maybe more model railroading. After reading several other newsletters from other clubs, I decided that perhaps I was trying to be a little too formal and I was wasting time on certain features that didn't actually add much content to the newsletter. So I decided to drop the table of contents on the front page, eliminated the sub-banners on the inside pages, and decreased the space between the lines of copy.

I must again thank those of you that contributed material for this issue. Each issue gets easier for me, because you are giving me more material to print.

The new front page banner was developed to give our newsletter a personal look that reflects what our club represents. I borrowed the idea from the Seymour club's newsletter--thanks to their editor for the idea.

Hopefully, these changes will make for a better, more interesting newsletter that truly represents our club.

The **BIG PUSH** is starting to prepare for our trip to denver next year to attend the NMRA National Convention and to display our portable layout. This will involve some sacrifices on time and money on our parts. Lets be sure to give Roger all the support he needs as we prepare for our clubs greatest adventure.

JT

OBITUARY

By Roger Hildebrandt

On August 22, 1990, Dick Eggert from Appleton passed away. Dick was the owner of the Palisades Mining Railroad. He was a personal friend of mine and other WAMR members for years. A card and flowers were sent in the name of WAMR.

CHATTER FROM THE CRUMMY**EDITOR**

JAN L. TRIERWEILER
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FROM THE PRESIDENT

By Willard Wilde

On July 9th, Richard and Arlene Cardo from Friendship, WI visited our layout. They had with them their son Allen and daughter Paula. Also an exchange student Maribel Caracena from Madrid, Spain. We had a good visit. The layout worked to perfection.

On July 10th, Jerry brought his friend, Neil Thompson from West Bend over for a tour. We had a lot of tales to swap. Neil is an excellent modler.

On July 26th Merv and Babe Knutson stopped by with their friends Helga and Wilhelm Potsl and daughter Vadge from Delmenhorst, West Germany. There was a language barrier, but a very good time by all. Wilhelm took about an hour of video to take back to his home with him.

On August 7th Ray and Faith Wilde from Woodruff, WI and daughter Susan from Eagan, MN stopped by on their way to Milwaukee. Susan ran trains and enjoyed it very much.

Later in August, Jan's nephews Chad and Jessie Kassera, from Bangor, WI stopped to break in their new engine they had just bought. They ran the layout and had a good time.

STRAWBERRY FESTIVAL

By Roger Hildebrandt

BINGO! It looks like we have our own version of Milwaukee's Trainfest--scaled down of course.

Everything except the FFA food stand went great.

Thanks to the groups from Plover-Stevens Point, Marshfield, and Wisconsin Rapids, we were able to have four large layouts to show. They all asked to return next year.

The hobby dealers all said they did good business and wished to return next year. I talked with the people from Best Hobbies and they think they may stay both days next year. They sold a bigger variety of railroad material than they thought they would, so they plan to enlarge and expand that variety.

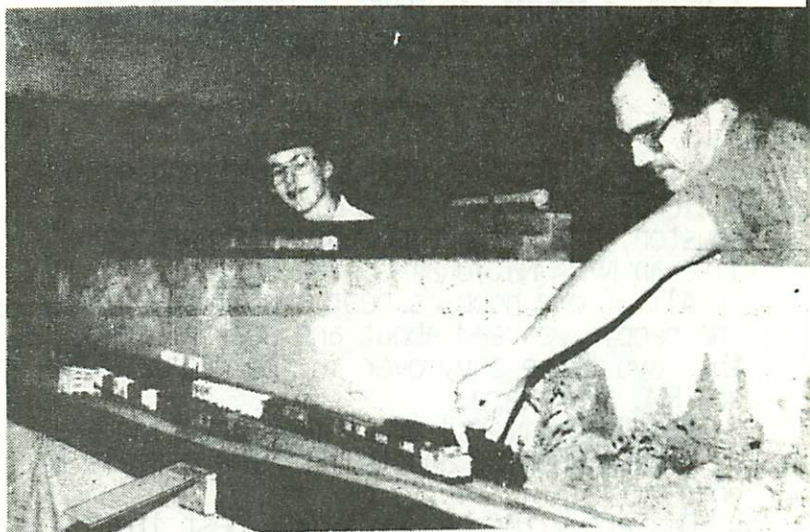
Gordy's Lionel display seemed to attract some interest on Sunday. This maybe something we could expand on. (What do you say Gordy?)

On Saturday, we conducted a public popular vote on which of the three visiting layouts the public liked best. Tri-County Railroaders from Wisconsin Rapids won this vote going away. I did warn the three groups that next year we may include our layout in the vote too.

Since the facility was donated for us to use, we were not allowed to charge admission, but we were able to put out a donation jar. As things turned out we did quite good anyway. Thanks go to Gordy and Dean for the nice donation container they provided. We did better these two days with the donation jar than we did the whole week at the county fair. In part because of this we decided not to go to the fair. Maybe again someday-or maybe not!

Overall I was quite happy with the way things went. The only problem was with the FFA alumni food sales. The sales were not what we thought they would be and because of this, we had a problem with over buying of supplies. At this time the FFA alumni is just about breaking even. But there is about \$75 worth of buns still in Willards freezer. Any one needing buns please speak up. Every little bit helps. We have mostly hot dog buns but do have some bar-b-que buns left too. 80¢ per pack.

The FFA alumni does wish to have the food stand again next year but plan to do a few things different.



Peter and Gary operating the portable layout during the Strawberry Festival.
(Waupaca County Post Photograph)

I went to a Strawberry Festival board meeting a week or so after the show and they were real happy with our organization and our show. So we are on again for next year. (Same time, same place.)

I am estimating we had around 800 people come through our show in the two days. Hopefully this will grow as with any good show.

SURPRISE PARTY

By Roger Hildebrandt

On August 26th Jerry Thompson had a surprise birthday party for his wife. About 100 of us boarded the 1:00 train at North Lake, WI and when it returned, Jerry had Sharon at the depot waiting to board the 2:30 train. SURPRISE!!!!!!

After the surprise and happy birthday song, we had time to watch trains and visit the rest of the museum before the picnic. We did get rained on a little but everything worked out ok.

Jerry must have some pull with the C & NW as he apparently arranged for a freight train to go through just as the party broke up. The train had 3 SD40-2, 1 SD60, 144 cars and a caboose.

1 YEAR, 1 MONTH, 10 DAYS, 8 HOURS, 29 MIN.,
19 SEC.....THE NATIONAL!!!

By Lynn Draper

I have had the pleasure of attending two National conventions; at Birmingham and Houston, and believe me there is nothing like an NMRA National Convention.

All of our hobby's best are in one place. The people we read about and see in video, the layouts we envy over in the pages of MR and RMC are there.

The "big timers" of the manufacturing are all there showing and telling the marvels to come.

Dealers with the newest and best items stacked from the floor to the ceiling and "on sale -one time only". Custom painted motive power and cars we only wish we were able to reproduce in our own paint booths, and at prices we would have in the same item without our time added.

Clinics on any thing and everything the hobby offers. Each clinic is given by one of the top people in its topics field.

You will see contest models of such quality and detail only to believe that their owners spent every waking hour for the past year creating their perfection.

There will be two auctions--one silent and one which will last until the sun rises the next day. There will be so many items at each, it will take you hours to just look the tables over.

Beyond this, there are the tours of layouts manicured to their finest, tours of railroad facilities and others relating to railroading.

What I have described above is just the cherry on the top of this marvelous sundae. The real meat of a national is the camaraderie of the participants. You are going to meet people who have come from every state in these United States. You will be rubbing elbows with the Master Model Railroaders of the NMRA. The men who have dedicated a portion of their lives to achieve the highest honor of hobby has to offer. You are going to realize that they are no different than you or me, just people and real interesting people to say the least.

When it is all over you are not going to feel humbled by all the grandness and grandeur, but you will feel sorry, yes sorry. Sorry there was not more time, sorry the days were not longer, sorry you missed this or that, sorry the convention was not 2 weeks, not just one.

At least this is the way I felt when I left Birmingham and I tried to see and do all at Houston but I just couldn't get it all in.

I must add that for you who have never been to a National there is one thing we are going to experience as a new and thrilling memory. We are going to be a part of this grand show and tell. We are going to be on the other side of the table with 20 to 30 thousand people "checking out" our hobby skills.

I can't tell you how proud I am of our groups determination and drive to achieve a National Convention Module Layout. I know we have a lot of work ahead of us to add the finishing touches, but I also know everyone involved will put in the effort. I know I am going to give all the extra hours I can to make our module the "talk of Denver."

When we have time we should thank those special people who have given such long and sometimes trying hours to conceive and create our layout. I personally am going to thank them now. Thanks Jan and Roger, for the hours and hours of hard work and endless thought you have donated. Thanks Willard, for the never ending patience and drive you are known so well for. Thanks Larry for the time and effort you have so quietly given, risking your life and limb getting parts and pieces, transporting and helping all other tasks needed. Thanks to Gordy and the kids for their ability and time spent when it was so very needed. Thanks to all of you for your efforts to promote the beauty and enjoyment of our hobby. I only wish I could have shared more of those special times with you all. Maybe the future will allow me more time.

I am going to leave you with a few things I have learned about the National Convention--just tips, not rules etched in stone:

1-\$200 for spending money on your hobby is about adequate, but you could spend more very easily.

2-Food and beverages can be around \$20 a day or higher.

3-Try to stay as close to the convention as possible so as you don't waste time driving. Also make sure you check out your neighbors in the hotel or motel. You don't want to come back to your room and deal with "strange sounds" coming from adjoining rooms.

4-Don't forget the sharing of gas and housing in your budget.

Continued on next page

5-Always carry "plastic" just in case a piece of brass drops out of the sky and begs to go home with you.

6-You can get two days out of a shirt and three, sometimes, out of a pair of pants.

7-Socks and underwear can be washed in a tub or sink but be sure to bring extra socks for Jan. His can't be washed at all safely.

8-Rotate sleeping: change beds with your roommates, that way nobody can say they had the bed with all the lumps in it.

9-Make sure your "roomy" hasn't been visiting your neighbors before you switch beds. You don't want to come home with something non-railroad related.

10-If you are rooming with me, bring ear plugs. Several styles are suggested as some are not as good as others.

11-This is probably the most important: TIME. There isn't going to be any left for other things except railroading during the convention. After, yes; before, maybe; but during the convention its all rail and modeling.

Plan well what YOU want to see and do. It is only going to happen once and you want to be in on all of it.

Don't compromise with others if you want to see or do something. We all have different interests and the National convention covers all, so take the time to enjoy. THAT'S WHAT ITS ALL ABOUT. HAVE FUN.

MODEL EH & AC

By Roger Hildebrandt

Did you know that the president of the EH & AC has a model of his own railroad?

Some facts about his layout:

The mainline is 225.5 feet long.

The round trip takes about 10 minutes at a scale speed of about 40 mph and travels about 6.77 scale miles.

At present two Atlas engines pull 27 cars and a caboose and will run the entire round with out throtal adjustment. Only reverse loop controls need to be attened to. In the future this will be automated.

MULLET RIVER AND SOUTHERN NEWS

Jerry Thompson
Chief Operations Manager

Construction is progressing at amazing rates. Bench work is completed in the basement bathroom and trackage has burst through the second wall into the "City" area.

Curved back drop is now installed in the City area, and painted blue. Clouds are next, if I can find by stencils.

Saturday, February 24, 18 inches of flex track were laid in the bathroom. This increased total trackage by 9% for the Mullet River and Southern system. Talk about progress! How many railroads do you know increased their total trackage by 9% in just one day? That is real progress.

Lighting and bench work for the City area are next on the agenda. But now, after this burst of progress we must take a six month rest.

TRUCKER HELPS W.C. KEEP ROLLING

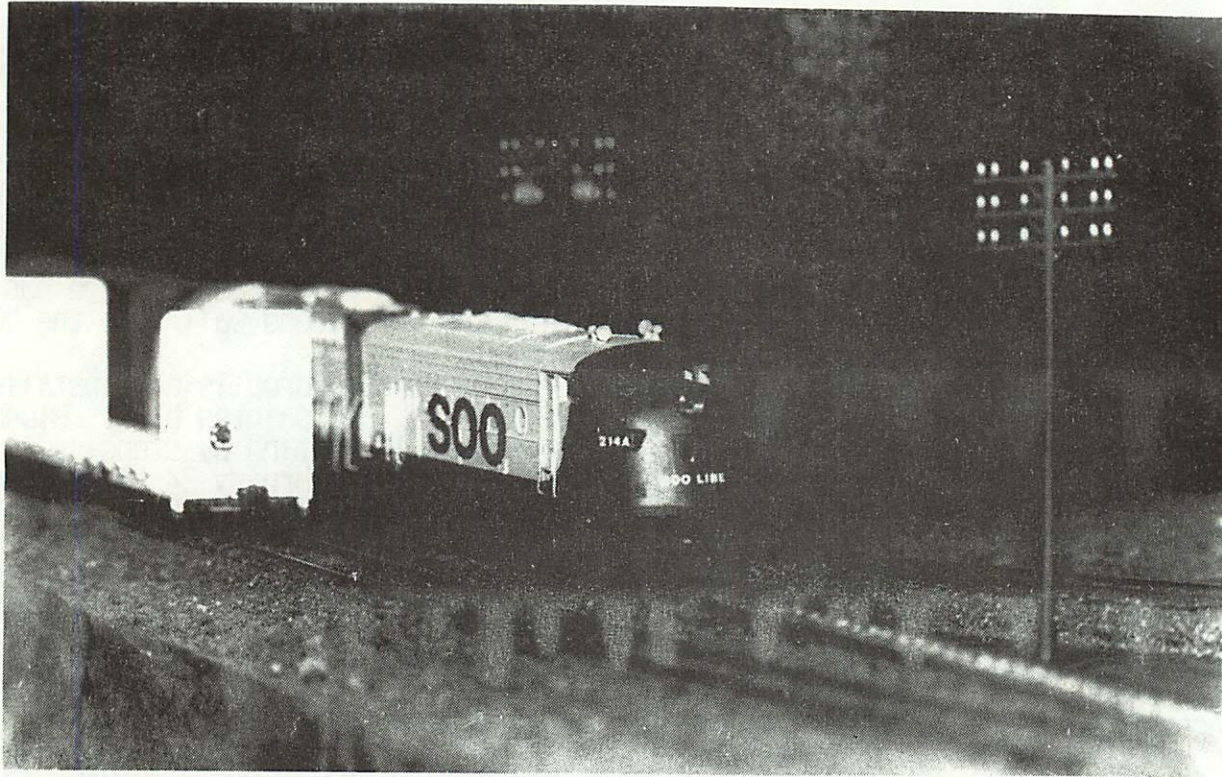
By Anonymous

A local freight stopped to set out cars in Waupaca and was unable to couple back up because of ice and snow in the couplers. Trucker Roger to the rescue with a steel ice pick. WC on its way.

Months later an east bound freight blew an air line at Ware St in Waupaca. After a 20 min. wait, trucker Roger happened to notice something laying under a tank car that was blocking Ware St. You guessed it, air hose parts. WC on its way again.

More months later, local switcher couldn't couple up to cars that were setting behind Waupaca Foundry Plant No. 2. It seemed that the new safety coupler on a hopper car was too high for the standard coupler on a box car. Roger told the brakeman he needed more washers on the box car but he just looked at him funny--like "what the H... are you talking about." To make a long story short the same steel ice pick was used to hold up the coupler on the box car. You guessed it again, Trucker Roger to the rescue.

Burkhardt, I think you owe Roger a coffee by now.



A Soo Line freight headed up by F-unit #214-A approaches the junction with the Milwaukee Road at Junction City, Wisconsin. Scene shot on the modular layout.
(Photograph by Trierweiler)

MODULAR NEWS

By Roger Hildebrandt

Well gentlemen, the show season is just about here again. Like Gordy said, Denver is going to creep up on us awful fast. Gordy is looking for ideas of what to get to add detail to the layout.

Since the Strawberry Festival was a big success, we have a few dollars to spend in this area, so put on your railroad thinking hats and give Gordy some help.

I have redone the river on the new module so that it isn't just a 6 foot straight line. Me thinks it turned out pretty good. Now for the rest of the scenery on it.

I don't have a complete list of dates yet for showing the module layout, but I will give you what I have.

- | | |
|-----------------|--------------------------|
| * September 29 | Waupaca Fall-a-rama |
| * October 6 | Wausau Fall meet(NMRA) |
| Nov. 9, 10, 11 | Milwaukee Trainfest |
| * Dec. 1, 2 | Wisc. Rapids Mall |
| Jan. ? | Plover Mall |
| * Feb. 22,23,24 | Marshfield Mall |
| March ? | LaCrosse |
| April & May | Willard's garage(work) |
| * June 22-24 | Waupaca Strawberry Fest. |
| * July 1-7 | Denver Nat. Conv.(NMRA) |

*Confirmed show and date

I will keep everyone informed as confirmation of dates come in. Let me know if you have any ideas of places to go to show the layout. We have been invited to Iowa, Bluffs division meet at LaCrosse, and Eau Claire but have had to decline because of time and other commitments.

CHEAP TREES

By Roger Hildebrandt

On August 29 and 30th, I conducted an experiment making pine trees from artificial Christmas trees.

If the Christmas tree is free (old used tree) my cost come out to less then 28¢ a tree. Trees ranged in size from 28 to 85 scale feet. I ended up with 36 completed trees but this will vary depending on the size of the trees.

I used:

one can cheap spray paint	\$1.59
one can spray adhesive	3.99
one bag ground foam	3.98
tax	.19
	<u>\$9.75</u>

After trees are cut to the desired shape, and size, I sprayed them with the green paint, this helps to color and acts as the first layer adhesive. Then I covered with the blend ground foam and shook off the excess material. Then, I sprayed with the clear adhesive and repeated with a second coat of ground foam. This second coat can also be other colors of foam. There is no waiting time between coats and trees can be installed on the layout right away with some care. I had a 2 x 6 with holes drilled in it to hold the trees and let them dry over night. This made for easier handling.

At the price this quality tree brings in the store, I figure for every 75 trees I make, I save enough money to buy another Atlas engine. Plus there is the enjoyment of doing it too.

I guess by the end of the week, Pete will have made 750 trees. That's 10 more engines. I'll never catch up to him this way.

So in short, keep an eye out for those old used Christmas trees. Even if you have to buy a used one for ten dollars, if you can cut 100 trees out of it, that only adds ten cents to the per tree cost.

How long does it take to make a model railroad? In some cases it never quits growing--or it depends on how many times you start over--It could take for ever.

CH&H UP Date

By Lynn Draper

Well, as some of you may have heard, there are some changes in the works for the CH & H.

The Union Pacific has purchased several more pieces of motive power for this division and plans are in the works for some major tonnage to be hauled over this mainline.

Hatten has been chosen as the interchange point with the UP mainline.

The coal and precious ores in Crazyhorse and Summit will be brought down to the Hatten yards and readied for delivery east over the divide. With new contracts in Wisconsin for the coal a pool has been setup with both Soo Line and Milwaukee Road to assist in the motive power of unit trains leaving from and returning to Hatten.

With the growth of the brewery and the new feed mill, storage in Hatten we will be seeing a sharp increase in grain cars rotating in and out of the yards.

As a contract is now the works with the BN, Cascade Division to also install an interchange at Hatten with the UP it is almost certain an expansion of yard facilities will occur with a small interchange yard being installed north of town.

The UP has also decided to abandon the Divide Tunnel and lay new trackage along Donner Creek. This decision was made because the owner (the railfan he is) felt too much trackage was hidden.

As you can see a major amount of new benchwork will have to be installed to accommodate these new changes. Storage yards will no longer be hidden as they will be installed in the modeling room off the layout room. A change in direction of the western mainline will complete a total loop in this room and both east and west storage will occupy the same space.

As the summer passes and work goes on, I hope to see you drop by as I will need good tracklayers and bench work to complete such a large undertaking.

I want to thank each of you for your support during my very trying job change. As all you said, "It will work out for the best." It has and now it appears I will have more time for the CH & H. Thank you again.

WHAT'S NEW ON THE EH & AC

By Roger Hildebrandt
President, EH & AC

As of late there has been a lot of traffic over the line to Green Bay. Several trains a day in both directions. There was a four day shut down though caused by mud seeping into Horse shoe tunnel just inside the west entrance. Its not clear where the mud came from since it was believed that the area was all solid rock. Must be a layer of softer material there some where that was loosened up by recent heavy rains.

At the same time the lift bridge just east of Lind Center Jct. got stuck in the up position for several more days. We believe the LC & S has had their same problem in past years. Our head engineer thinks he may have a solution that is worth trying.

With the line down for several days it was a opportune time to do some track repair and not have to worry about rail traffic. So the crew ripped up 532 feet of temporary track that was layed several years ago to speed up the construction of the Green Bay branch. The job was done in less than eight hours over a two day period.

At this same time on this line we saw the completion of the 70 foot thru girder bridge over the Wolf River.

Also the reforestation project near the GB & W interchange has proven to be paying off for hunters. Several more white tail deer have been seen in the area.

Projects in the future are up grading of ballast and several highway crossing need to be worked on.

TREASURER'S REPORT

By Gordy Sauve

6/31/90

Balance: (12/31/89)	\$183.61
1990 Income	268.46
	<u>\$452.07</u>

Less:	
Corporation Annual report	\$10.00
Soft drinks	60.00
Driveway Gravel	<u>75.96</u>
Total Expences	\$145.96

Checking Account Balance	\$306.11
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Less: Set aside for Maint.	<u>50.66</u>
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Available for club use	\$255.45
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OPERATING SESSIONS

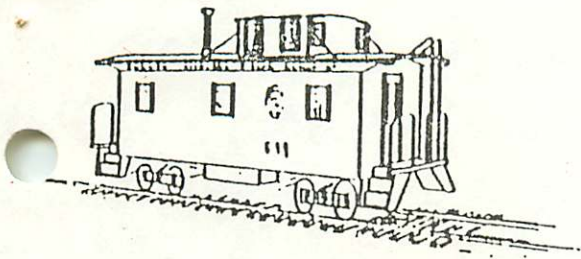
By The Black Knight

Our president has asked for an operation session soon. With the new addition now almost finished, we should have time. But what good is the time if we have no operators?

Don't let the term "operating session" scare you. They really shouldn't be that bad. Every one will have schedule and directions to where they are going and what to drop off. We need people to volunteer to run the main line, and work the yards. Someone from the operation committee will dispatch and make out all of the train orders. Two yard operators and three main line operators are the bare necessities for a start. Operations on the high line may be started at a later date. Come and join in the adventurous experiment.

**LANARK
&
WESTERN**

Did you know that a SDL 39 is basically a GP 38-2 that is turbized and with three axel trucks that enable it to run on light rail?



CHATTER FROM THE CRUMMY

OFFICIAL NEWSLETTER OF THE WAUPACA AREA MODEL RAILROADERS LTD.

VOLUME IV NUMBER 4

DECEMBER 1990

'TIS THE SEASON

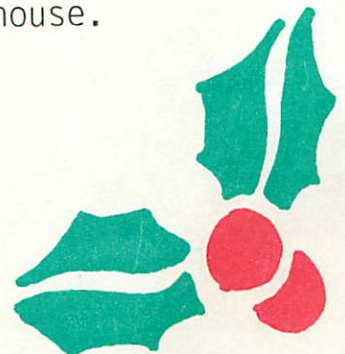
This is the season of joy and celebration. I hope everyone can attend the Christmas party on January 27th at Willard's. (Please see the article elsewhere in this issue.)

When you have a moment during this busy holiday season, take some time to remember our service men and women on duty in Saudi Arabia.

This issue marks a milestone of sorts for the newsletter and for me as editor. First of all, this the first time that all the issues have come out in a calender year, and on schedule--this is Volume IV Number 4. Secondly, you may notice a somewhat different appearance on the inside pages. This is the result of my turning over the production of this issue to my very capable assistant editor, Dean Sauve. What you see is the result of high tech in the publishing field. The composition and layout was done by computer. Good job, Dean. This is one issue I can sit back, read, and enjoy.

The 1991 club calenders are availible at the clubhouse. A date correction from this newsletter and from the calender is that the NMRA Spring Meet in Appleton is May 18th, not April 13th at printed.

MERRY CHRISTMAS AND HAPPY NEW YEAR FROM THE
STAFF OF "CHATTER FROM THE CRUMMY."



CALANDAR OF EVENTS

December 1-2 Show at Rapids Mall

January 13 Soo Line Historical Society Board Meeting at Clubhouse

January 19-20 Show at Plover Mall

January 27 Christmas Party at Willards

February 23-24 Show at Marshfeild Mall

March 16-17 Show at La Cross

April 13 Winabagoland NMRA spring meet in Appleton - Layout in AM

June 22-23 Strawberry Festival train show at Armory

JULY 1-7 NMRA NATIONAL CONVENTION-DENVER COLORADO

NEWS FROM PLYMOUTH, WISCONSIN

by: Jerry Thompson

Rumors have been circulating local that the Sheboygan Power Plant, may be receiving coal in the future from out west rather than Terra Hut, Indiana. The Federal Clean Air Act will cause major traffic changes on U.S. coal hauling railroads. This act will mandate the increased of low sulfur coal in order to reduce smoke stack emmissions. High sulfur coal currently comes from southern Illinois, Indiana and western Kentucky. Low sulfur coal is available from Appalachian and western mines.

What this means for Plymouth, is a possible rehabilitation of the C&NW line from Plymouth to Sheboygan. If coal does come from out west it is possible that the BN would turn unit trains over to the WC at the Twin Cities. The WC would Transport these trains to Plymouth

and turn them over to the C&NW

A local C&NW employee stated that extensive work has been done to the track between Kohler and Sheboygan Falls. This includes the rebuilding of bridges and laying Ribbon rail. It wouldn't take much more effort to rebuild trackage between Sheboygan Falls and Plymouth.

Who knows, maybe we'll have two or three unit trains per week moving through Plymouth shortly. These would be handled by SD 40's, 50's, and 60's, plus various GE units for variety.

TOURING WITH THE THREE MUSKETEERS

by: Lynn Draper

The three Musketeers were off on another adventure. Although we saved no maidens in distress and killed no dragons, we sure had fun !!!

Willard, Roger and I were very fortunate indeed on the Friday before the Milwaukee Show. We met at Sunset Curve around 9 am and had a safe and leisurely drive to the fairgrounds (not all truck drivers speed). After dropping the truck and trailer at the fair grounds and having a bite to eat at "Another" Ponderosa, we went over to Kalmbach Publishing co. To our surprise we were invited to tour their new building with no prior appointment. Our tour guide was John Gary and he explained that it is their policy to show all who wish to see their operation at anytime and the entire staff takes turn doing just that.

The architecture of the building was impressive. A combination of chrome, tinted glass and marble. The entry area is large and professional, with an air of corporate success. We were taken to the second floor via a massive two level stairway. On the landing dividing the levels there

stood a beautiful brass telescope standing upon a brass and wood inlaid tripod. The whole unit was placed in a marble alcove that demanded your attention.

The offices of M.R. were spread over two thirds of the second floor. John gave us a working explanation of each department.

I was fascinated to see the area set aside for product reviews and layout article production. (I just want to make note here that the work area for N-scale reviewing had the biggest magnifying glass I have ever seen attached to the bench.)

Next came the tour of the Milwaukee Racine and Troy layout. All the bench work and back drop has been completed and it appears that most of the mainline is in operation. Many of the more famous areas of the original layout have been reproduced with the same building and track plans.

Jim Kelly came in and talked to us for awhile, answering many questions about the track plan, wiring, ect. The question of the day was when he was asked about the five percent grade which is required to make the layout operate for a continuous running during shows ect. He just looked at us with a puzzled look and said, "I really don't know if it will work, we have never used it!" OK!!! I guess we don't worry about what works or not - right? I mean if the BIG GUYS don't worry - why should we.

Our next stop was Walthers, and we were just in time for a tour through their plant. I could give a detailed account of this tour but, I think it could be done by just saying, 'BIG, REAL BIG, THREE FOOTBALL FIELDS BIG!!! Full of stuff, tons of stuff, most of it from across the oceans (Japan)! A lot of real big boxes with real big trains! I was very interested to see the areas that the dies were

made and the injection molding machines, the painting area and the detailing areas.

FROM THE PRESIDENT

by: Willard Wilde

Well friends and fellow modelers I had the opportunity to take part in the showing of our modular layout at the Milwaukee Trainfest in statefair park. After visiting the entire show, I saw the most people crowded around our layout most of any layout present. So I would like to take time to thank all who have donated in any way possible to help with this project. It is something we can all be proud of. Special thanks to Roger for a wonderful job. Well done.

CHRISTMAS GET TOGETHER

by: Willard Wilde

The Christmas Part is Sunday January 27th at 1:00 PM. Come sooner if you like. This is time to put all other work aside and just have a good time. There will be a meal at supper time. The meal will be provided by Ruth only. There will be an exchange of gifts, if you bring a gift you will get a gift in exchange. This applies to the ladies as well.

We will have videos to show and I hope a good time by all. so please try to attend, I am hoping to see everyone there.

FROM THE CONDUCTOR

by: Jan Trierweiler

Just a few reflections following the display of our layout at the 1990 Trainfest.

This show has grown to be one of the largest Operating train displays in the Midwest with an estimated 15,000 two day attendance. The WISE division is almost to a point of a decision on

the future of the show, many of the aisle are getting quite narrow because of the ever increasing amount of layouts with some congestion resulting, especially around areas of interest or "hot" bargains. Overall the show is well run with many years of experience having helped eliminate the small (or large) problems that might otherwise ruin an otherwise good show.

Especially well organized was the set-up on Friday night and the second consecutive 35 minute "tear-down on the road" Sunday. I think we left most of the other layouts in our dust. Our organization and cooperation really shows along with our well designed layout which is really the major reason for the ease of putting up and tearing-down.

This show really gave us a chance to do some detail work on the layout including the addition of some electronics by Gordy, Brady, and Gary. Some of the real important little details were added by Lynn to make some of those small attention getting scenes. It helps having several very large hobby shops right next to the layout.

Overall, I think we can be proud of our display and the public's response to our efforts. With a show every month until May we can work to fine tune the layout. It seems the general public enjoys watching us do the detail work on the layout. Having a show every month requires dedication and some sacrifices by our families.

Have a good and safe holiday season.

PRODUCT REVIEW

by: J.T.

Stewart F3, F7, and F-9 A units

A relative new model railroad manufacturer, the Stewart company has almost overnight made a name for itself with its very fine

engines. This company almost killed itself by coming out with an Alco RS3 shortly after Atlas released theirs. Atlas was an instant success with their exceptionally fine running engine, which, up until then, was the best by a country mile. Stewart unfortunately chose to go with a modified Athearn drive, which until Atlas, had almost been the industry standard. Atlas change all that.

Stewart then released the same, up until, then unavailable engines including two versions of a very nice Baldwin road switcher, followed by several different versions of GE four axle road switchers. These engines were all powered by a modified Athearn drive, adequate but just now up to the now industry standard set by Atlas, who had followed their RS3 with an RS-11, RCS4/5 and an S-2.

The next offering by Stewart was their now famous EMD F3 powered by Kato. This engine was offered in several versions or phases to match specific models owned by different railroads. As the F3 advanced through its different updates and improvements. These changes included different side panels, portholes arrangements roof and fan arrangements. The unit was offered as an A unit or B unit in either powered or unpowered.

Stewart departed from its usual Athearn drive with a very fine Kato driveline which is used by Atlas too. These combine one of the best motors on the market with a slick, smooth operating drive system which makes it perhaps the best running engine. Stewart also wisely built the frame with a very large mass of heavy metal to provide traction for the drive system. Together these factors provide tractive force to pull the paint of most walls. My F3 pulling a dummy weighing almost as much as the powered engine itself and 46 cars, made easy laps around our portable layout. Stewart has

now brought out F7's and F9's to round out the F unit group. All appear to run equally well, after slight modifications to the coupler pocket area, it appears that the standard Athearn shell will set on the Stewart drive, although there will no longer be the tabs on the frame to hold the shell and chassis together as on the Athearn model.

The drive system appears to be the best system on the market. Kato is now supplying components for several companies including Atlas and Stewart. Those of us that picked up the F7's at bargain prices at Trainfest are lucky, but even at the regular price of \$75 to \$80 it might well be worth it to get excellent running F units. If you have as many F units as I have you may have to second mortgage your home to repower all your Athearn units.

MAKING THE SCENE

by: J.T.

Now that I have finally decided on a new and improved track plan and have most of the track and wiring done, I have started to think about the final settings for each important viewing area of my layout. One of the most important tools that I can use to make this look like a real scene is to look at the real scene - I think they call this railfanning! On some recent trips, I have observed several scenes I want reproduced on my layout. One especially good subject was a pulp loading siding we saw at Mellon, WI on the way to the Soo Line Historical Society Convention this August. It was a very simple scene: a short siding, a rather long pile of pulp wood a truck mounted loader and a couple a rather weather beaten gondolas. I have added such a siding at Keana on my Lanark & Western RR. When you are on a trip or just out for a ride, take notice of these scenes

that will look good on model railroads. You can use a note book to make sketches and notes and a few good overall photographs will certainly help when you get ready to add to your layout. Remember to use your eyes to look for the less obvious little details that you might overlook but are necessary to make an accurate model scene.

TREASURER'S REPORT

by Gordy Sauve

As of December 1, 1990 we have a balance of \$188.86. Of this balance \$64.25 is part of the maintenance fund. Since November 1 we renewed the trailer license for \$15.00 and spent \$186.95 at Trainfest in Milwaukee for the purchase of operating crossbucks, a signal control, bridges, signs and people.

O GAGE! O, NO! O, YES!!!!

LIONEL COMES ALIVE AT LIND CENTER

by: Gordy Sauve

With the addition to the club house comes the opportunity to bring Willard's powerful Lionel Santa Fe Diesel, his old steam engine and cars out of retirement. Under construction is the NEW SHELF LINE RAILROAD, a double track mainline and all the scenery that goes with it, circling overhead in the club house meeting room. Yes! Finally a railroad for a blacksmith and all the kids who grew up playing with their Lionel Trains on the living room floor.

