

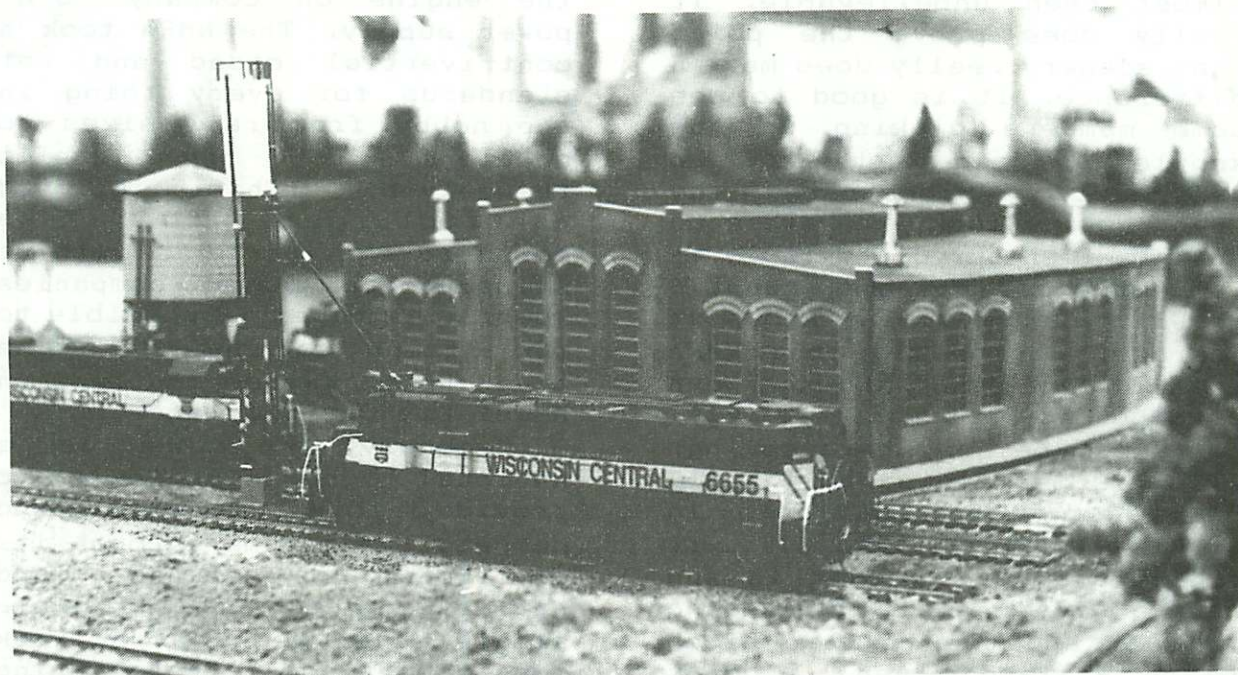
CHATTER FROM THE CRUMMY

OFFICIAL NEWSLETTER OF THE WAUPACA AREA MODEL RAILROADERS LTD.

VOLUME FIVE NUMBER ONE

FEBRUARY 1991

WC ENGINE FACILITY NEARS COMPLETION



The Wisconsin Central Ltd. headquartered in Rosemont, Il., announced recently that the major remodelling and updating of their Stevens Point engine facilities and car shop was nearing completion. The prime contractor was the Heljan Company with the local construction Supervisor Lynn Draper. Mr. Draper is well known for his extensive construction background in both industrial and residential construction having gotten his start in log home construction.

Major improvements included major work on the round-house and turntable, upgrading the sand and fuel facilities, and additional work to the car shops. All electrical work on this project was done by M. Kirk and Daughter Electrical Contractors Inc. of Waupaca, WI. Electrical updating included more vercitivity in power routing and an updated electrical source.

BUSINESS

FROM THE CONDUCTOR

by: Jan Trierweiler

As we start another year and a new decade, we can only think that it is going to be a very exciting year for our club. The progress we have made recently on both the portable layout and the Lind Center & Southern has almost been unbelievable. It really does prove the point that scenery really does make a difference. It is good to see some members picking up the knowledge and skills so generously demonstrated by Lynn. We are lucky to have such an artist in our club. Truly it is little details that count.

With our up coming shows at LaCross, Marshfield, the NMRA meet in Apelon, and our own Strawberry Festival, we will certainly be busy this spring. All this is leading to THE BIG ONE- The national convention in Denver Colorado. our registrations are sent in and final travel plans are being made -- and the trailer hitch is on Willard's van. I don't know about the rest of you, but I am getting very excited!!

Again a big thanks to Willard and Ruth for a really great Christmas party. We can be thankful for their Generosity and hospitality. Thanks again.

NMRA MEMBERSHIP, 100%

by: Jan Trierweiler

Now that we have achieved 100 percent NMRA membership for our club, maybe we should think about what the National Model Railroad Association does for us. When model railroading was in its infancy, the hobby was a

chaotic mess of scales gauges, couplers, power supplies ect. Every company did pretty much what it wanted to with out regard for compatibility of interchange ability with other manufacturers products. This meant if you bought an engine from company "A", more than likely it wouldn't run on company "B's" track or couple it to company "C's" cars or run the engine on company "D's" power supply. The NMRA took a contrivertial stand and set standards for every thing in the hobby from rail sizes to couplers to the scales themselves. This allowed manufacturers to make compatible parts without stepping on other companies toes. This makes it possible to run Athern engines on Atlas track using Kaydee couplers on Model Die Casting cars.

Secondly the NMRA is a national organization to provide information, social and competitive forums through its divisional, regional and national conventions. These are single days, weekend, or week long meetings that bring together model railroad enthusiasts from small areas to international geographic areas. These conventions provide clinics, movies, speakers, layout tours, and prototype information not accessible to the individuals. Also a club sponsoring a meet can get information on planning the event, guide lines for contests, and even low cost liability insurance through the NMRA.

Thirdly, the NMRA through the A.C. Kalambach Library, has become one of the largest depositors of prototype and model information in the world. Each member has a certain

amount of free research time in the library and other low cost services such as coping articals from out of print magazines and free and low cost rental of movies and audio and visual aids.

With the Growth of the membership (ca. 26,000) the NMRA has unfortunately also grown in its bureaucratic size and the problems that result from its size are greatly out weighed by the benefits that clubs and individuals can receive from this very worthwhile organization.

So we welcome the new members to the NMRA and we hope that the benefits will convince you that this truly is a great organization.

Fortunately, the NMRA has several ways of recognizing its members accomplishments through several award programs. Probably the most familiar is the model and photography contests it sponsors at the divisional, regional, and national levels. The NMRA also has a Master Model Builder program that recognizes the best of the best modelers through a series of several areas of modeling such as electrical, scenery, locomotives, cars, structures ect.

RAILFEST '90

by: Roger Hildebrandt

I would personally like to thank Gary Merkl for his hospitality that week end of Railfest, Thanks Gary.

Gary's hospitality allowed us all to spend more money during the show, in excess of \$1,600.00 total at last count. Must have been all those new engines we picked up at bargain prices.

I feel we did a good job in helping put on a good show there in Milwaukee. At least the weather was in our favor this time. Great job guys.

TO THE EDITOR-

Sir, as if it isn't enough that I am nervous about going to Denver, one of your writers had to blurt out that we are going to be in the eyes of 20 to 30 thousand modelers. Thanks allot for the rubber legs.

-Anonymous

Dear Anonymous-

You shouldn't worry about the large group of people that will view our award winning layout in Denver. The layout is a stage, the trains are the actors, and we are the stage crew. We have rehearse many times for the Greatest performance ever to occur on our stage, everything will go perfectly, just as rehearsed.

-The Editor

FROM THE PRESIDENT

by: Willard Wilde

As you know June 30 is coming up fast. There is some work to be done yet. I think we would all be proud, if we have the best display at the National Convention in Denver. With a little more effort on the part of everyone this will be accomplished. Hats off to Jan for getting everything lined up for Denver, he has put in a lot of time, effort, and sleepless nights in getting this done.

we will be set up at LaCrosse on March 16 and 17. We will be at the Winebagoland Spring meet on May 18 at Menasha.

After the spring meet the layout will be set up in the garage at the club house for those precious final touches. Lets all see if we can get the best of show at Denver.

As for the club layout, Lynn and company have come a long way. Scenery has been put in. The yards have been updated, at Superior Junction and Lind Center according to reports these were good improvements. The track is laid to the entrance of the club room, shelves have been installed in the club room for display. A television set and a video cassette recorder have also been installed for everyone viewing pleasure. If anyone has tapes they would like to show feel free to bring them along with you.

I feel we are ready for an operating session at least once a month if not twice. But we need your help. It would be more fun with a full crew.

Oh yes, Gordy and his "big stuff" have been running, however he didn't like it that well, so he is doing it over, it is going to be a nice display of Lionel trains when he gets it done. He could use some help too.

SECOND ANNUAL WAMR OPEN
by: Dean Sauve

Whether you golf every week or have never golfed at all.... join the fun at the second annual WAMR Open, June 1 (rain date June 2) 1991... Bring your significant other or wife (Bring both if you like to live on the edge). Gordy and Dean Sauve will host the event at their par 3 scrub course. Don't expect Jack Nicholas or Arnold Palmer to be there. Don't event

expect flowers around the greens and sand traps Sentry World this is not.

Meat, drinks and equipment will be furnished (balls, clubs and tees). Please bring a dish to pass. Tee times will begin at 1:00 PM.

If you don't golf, come anyway. There will be other things to do, Badminton, horseshoes and just plain sitting around.

RSVP (715)-824-3233 or 3980 Elkins Rd. Amherst WI 54406.

CLASSIFIED ADS

WANTED: HO scale details for portable layout, check boxes and drawers for things to donate

CAB for Atlas RS-3 or RS-4/5 will negotiate
J. Trierweiler (715)-258-8058

PRINTING: Will do custom printing for your Model Railroad, Bussines cards, passes, stationery, or forms for operations contact
J.L. Trierweiler
7329 Parkview dr.
Neapaca WI 54981
(715) 258-8058

VOTE
FOR
JERRY
DIRECTOR AT
LARGE

CHATTER PRODUCT REVIEWS

conducted by: Lynn Draper

CC product reviews are intended to help you evaluate products in terms of usefulness, and conformance to standards. We specify points of excellence and points of caution, but we believe that a realistic description is the most helpful of all.

HELJAN HILLSBOROUGH GRAVEL
COMPANY #1720 (\$13.98) XXX

This is a model of a very large gravel company which can be found anywhere in America. It has a rather large crushing and sorting building which sits atop of the six large storage bins. There is an elevated conveyor which extends down to ground level. This conveyor would be used to bring the product up to the crushing equipment. After being processed it would be stored in one of the bins. Another conveyor under the bins would be used to transfer the stored material to the loading area.

The picture on the box shows to 50 foot box cars on the ends of the model but there is no conveyor to load these cars. With a little ingenuity and some kitbashing this could be corrected.

Upon examining the pieces of this kit before painting I found them to be of very high quality. They are finally detailed and well made. The instructions are on both sides of on sheet, showing the pieces with their corresponding numbers, in their general location with lines indicating where they are to be located and with what other numbered pieces.

As Heljan Plastics is located in Denmark I can understand why there is no written instructions. There is

a total of five different languages used in the description of this kit on the box, to have written instructions in all five languages it would have used up a whole tree.

I was very impressed with one item in this kit. There is a whole spur of finely detailed two bar pipe hand rails. More than enough for this kit and plenty left over for other projects. For kitbashers this is a real find.

The only castings I would throw a way are the outside stairs leading from the ground level to the center of the crushing building. They are so far out of proportion that would ruin the appearance of the finished model.

I pre-painted all the parts prior to assembly, which created some problems later as the glue didn't hold to the painted areas. I still recommend pre-painted just be careful to clean up the areas to be glued.

The kit went together well and all the parts fit as cast. The only area I spent some extra time was the tanks on the front and rear of the conveyor line. All the tanks are two parts and when assembled the seam line is very evident. I filled each surface well before assembly on all six tanks and picked out the two best one for the ends. The seams are completely hidden on the other

tanks after assembly to the main structure.

As I had a specific area in mind for this model on the club layout, I had to do a little kitbashing so it would look correct in this location. I added a lift house and a vertical elevator shaft with the receiving structure on top, attached to the crushing building. This was done with card stock and Campbell corrugated siding. The lift house was found in my junk box. I also added some 1/8 H style beams to support the crushing building, as it wouldn't be just sitting on top of the bins in real life. After assembly I weathered the model to be a coal storage and sorting facility for a power plant.

Heljan has a real nice model here and I would recommend it to all. There can be a lot of usages for such a facility and they are not all rail connected.

I spent about eight or nine hours on construction. Some of that time was spent figuring out how to make it work as a coal storage building. Assembly was relatively easy.

On a scale of xxxxx's I gave this model xxx.

CON-COR DIESEL FUEL FACILITY &
SAND HOUSE #3022 HO (\$9.95)
XXX1/2

Some real time went in to creating this model. The sand house is very well detailed with loads of little extras to give it that real finished look. There are even five very nice figures that come with the kit.

All the castings are of extremely high quality and fit perfect. Only one casting gave

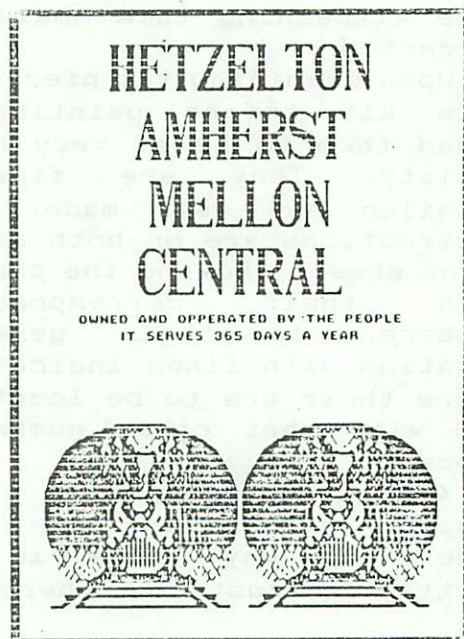
me some problem.

I pre-painted all the parts before assembly. Well most of the part, I didn't pre paint the base first as hand painting later is a real pain.

This kit was made in Denmark for Con-Cor, but the instructions were written in english only, and presented an two very well written sheets. They were very clear and easy to follow. I would suggest not cutting the pieces from the spur until needed as the corresponding number for each part is located on these spures.

The only problem I had was with the fuel tank. Both pieces were off just enough to create a real poor seam along the sides and end of the tank. I filled, sanded and filed to get a good looking finished product. In the end I gave up and used an old tank car body instead. This meant a little kit bashing was needed, but all in all it turned out to be a fun and rewarding.

On the scale of xxxxx's I gave this kit a strong xxx1/2's. IT WAS FUN!!!!!!!



NEWS FROM PLYMOUTH WISCONSIN

by: Jerry Thompson

MODEL RAILROADER OF THE YEAR

The "model railroader of the year" Award has been presented for the past four or five years by the Plymouth Model Railroad Club. At a predetermined Club meeting all members are invited to cast a secret ballot voting for one club member, who over the past calendar year has contributed the most to our club, our hobby and his own personal modeling growth. Outstanding individuals and their accomplishments are discussed and reviewed before the voting is done.

The President, Greg Heberlein, secretly counts the ballots and has a special trophy/plaque constructed. The award winner is announced at our annual Christmas Banquet.

On Saturday January 26, 1991, in front of the 24 members and guests, Mr. Micky Schram of Birch Point Dr., Plymouth received our "Model Railroader of the Year" award. He has been outstanding in the way he has promoted the hobby. Single handedly he has constructed two entire trains which the club

has used in parades. One is a freight train and the other Amtrak. His steam engine alone stands over six feet tall and is 20 feet in length. The actual size is about one-fourth that

of the prototype locomotive.

The train exhibited in a parade draws lots of attention. In fact it has not only promoted the hobby but attracted new members to our club. We congratulate Micky for all his efforts and are glad to see him receive this year's award.

Runner up was Carter Pawlus, 414 Erie Ave., Sheboygan for his outstanding modeling in HO scale and work done to the club's recent incorporation.

Our club would like to encourage other clubs to provide an award of this nature. We receive extra free publicity from this award, as our local News papers are happy to run short news releases on the club. Give it a try, it sure instills pride in those people who receive the award and helps to promote our wonderful hobby!

PLEASE, ELECT ME!

by: Jerry Thompson

If all goes well, you should be receiving your copy of the NMRA Midwest Region's Waybill, in the next few days. You will note election materials are enclosed with this issue of the Waybill.

I would like to become your representative from the Winnabagoland Division. I am running for a Director-at-large position and need your support.

When one examines the Midwest Region as a whole we find plenty of representation from the cities and states south of Wisconsin, the Midwest Region determines policy which applies to our Winnabagoland Division. Shouldn't we have proper representation? I think so.

Please insure that our Winnabagoland Division receives proper representation. Vote for me this February, as Director-at-large!

FEATURE ARTICLES

This column is that column that picks up what the others missed. It features how-to's, did you know's, and the like.

FILL IN THAT LITTLE VOID

by: The Black Knight

You know that little spot on your layout that needs something besides a few trees and some grass but you've put in all the pulp wood sidings you can take? Need some fresh ideas? This article is for you if you answered yes to either of the questions.

I ran into this problem out to the club house one night so I decided to do some checking. I used Railroad Model Craftsman and Model Railroader.

The first thing I came across was a small rock quarry. It was rather small and had only a few buildings, a polishing shed, an office (a rather small one at that), a machine shop, and a few rock piles. The quarry can be any size you desire.

If the area that needs a little work is near a yard try a small scale house.

If the area is out in the country try a pasture with a few cattle or other kind of animal that would do any grazing.

An upside down and wrecked car might look good. Stripped of all useable or recyclable parts and half buried in the hillside. This would be a good time to use that Tyco or Bachman Box car for something interesting.

A section crew shed with a hand car would look good almost anywhere along the main line if your layout is pre-1975 (ca.)

A wreck scene has potential. This would be a good way of displaying your favorite wreck

crane or wrecked C&NW car or caboose.

Items just laying along the right-of-way would look nice. Stick wood or pulp wood that has fallen off of a passing car may be the thing.

If the area is next to or around a crossing try a watchman shanty, it may be the thing.

Try putting us on your layout, we are rather obvious standing along the right of way with our Ford pickups, our trusty cameras and nagging wives taking pictures of the passing trains. We are the Waupaca Area Model Railroaders.

An abandoned station site like the one in Amherst could be just the thing.

If the area that needs that little touch is off shore in the water, try some piers rising up out of the water a few feet. This would simulate the old wooden Soo Line ore dock in Ashland after some joker burned the thing down.

VOTE
FOR
JERRY
DIRECTOR AT
LARGE

MINUTES OF THE WAUPACA AREA MODEL RAILROADERS JANUARY 27, 1991

The meeting was held in conjunction with the club's Christmas Party at the club house (Ruth & Willard Wilde's).

Roll call: Jerry Thompson, Roger Hildebrandt, Gary Merkl, Jan Trierweiler, Dean Sauve, Larry Hildebrandt, Mike Kirk, Willard Wilde, Brady Frederick, Peter Onan, Lynn Draper and Gordy Sauve.

The meeting was called to order by President Willard Wilde.

Secretary's Report. Jan clarified the awards made to Cliff as an Editor's award. Correction was made to the minutes of June 9, 1990. Following the correction M/S Jan/Brady to accept the Secretary's report as corrected.

Treasurer's Report.
Annual Income -

Donations	\$129.15
Strawberry Festival	167.96
Other-Kalmbach/soda	63.25
Total	\$380.96

Disbursements

Portable Layout	\$196.40
Advertising	10.00
Trailer License	15.00
Maint/Repair	151.58
Total	\$372.98

Treasury Balance \$159.24

M/S Jan/Lynn accept Treasurer's Report as read.

Old Business. Strawberry Festival. There is no Chamber

of Commerce Chairman, but they are trying to find one. Roger said we should go on with the show anyway. Jan indicated we should first check with the Chamber due to insurance, etc. All the big clubs are coming, as are the hobby shops. Vet's Home Show. Last year's schedule was too full so it was dropped. The Portable Layout will be set up in Willard's garage during May and June to prepare it for the show and Denver.

New Business. Second Annual WAMR is scheduled for June 1, with June 2 as a rain date at Dean and Gordy's. Election of Officers. M/S Jan/Lynn to re-elect all current officers. Jerry moved nominations be closed. Vote was unanimous. Officers for the next year will be Willard - President, Mike - Vice President, Gordy - Secretary/Treasurer. WLD Spring Meet is May 18. We will be setting up our layout.

M/S Dean/Peter to adjourn the meeting.

CHATTER FROM THE CRUMMY

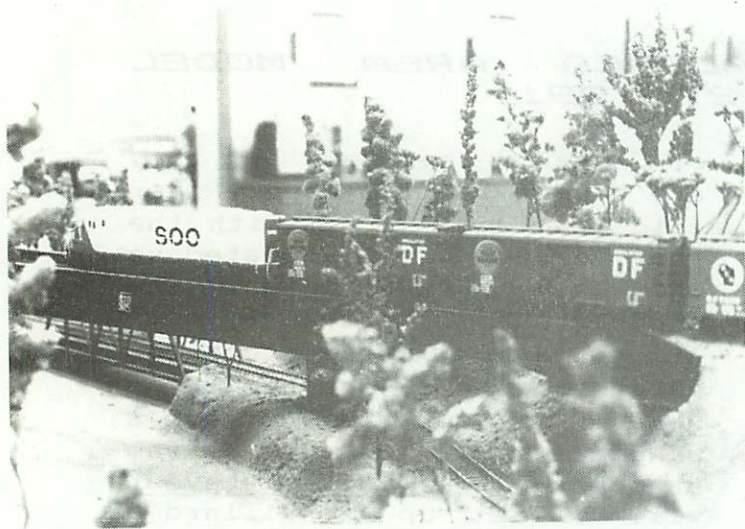
EDITOR

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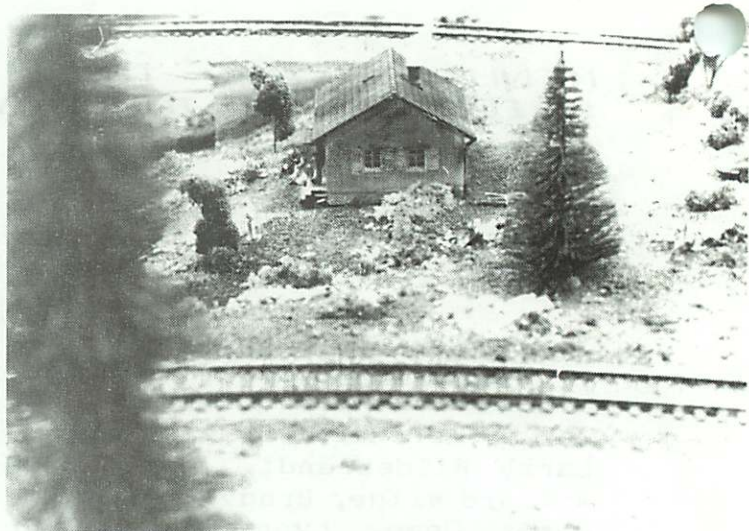
This newsletter is the official publication of the WAUPACA AREA MODEL RAILROADERS LTD. and is published four times a year in February, May, September, and December.

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

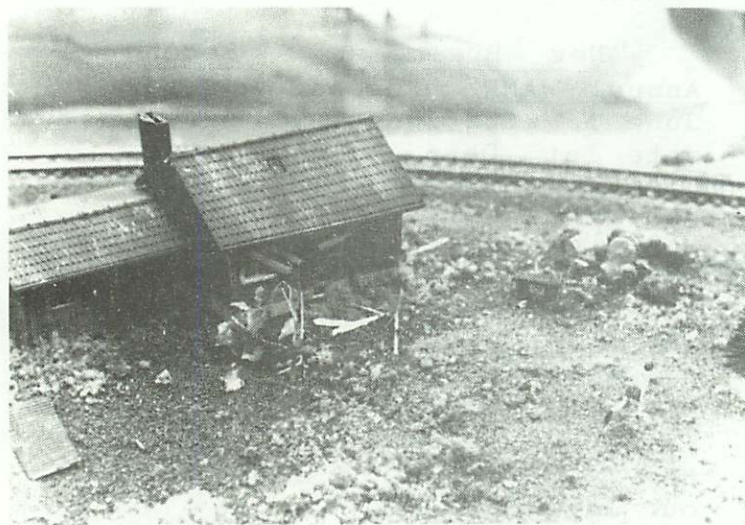
LAYOUT PHOTOGRAPHS



The Soo's new SD-60



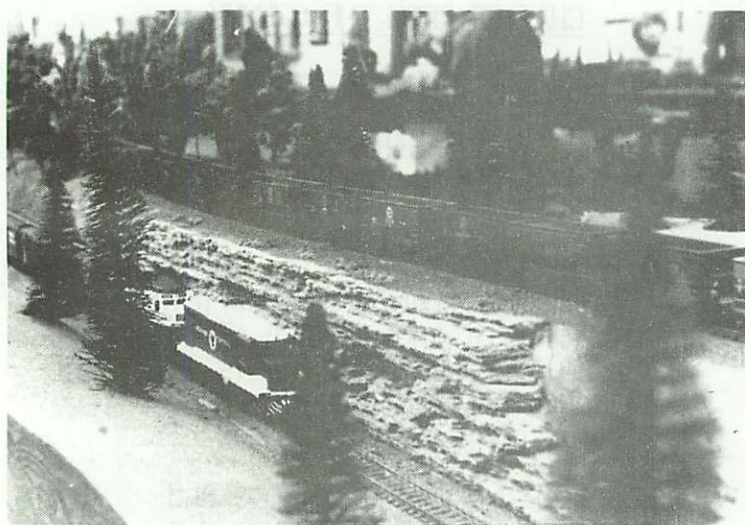
Lynn's handywork



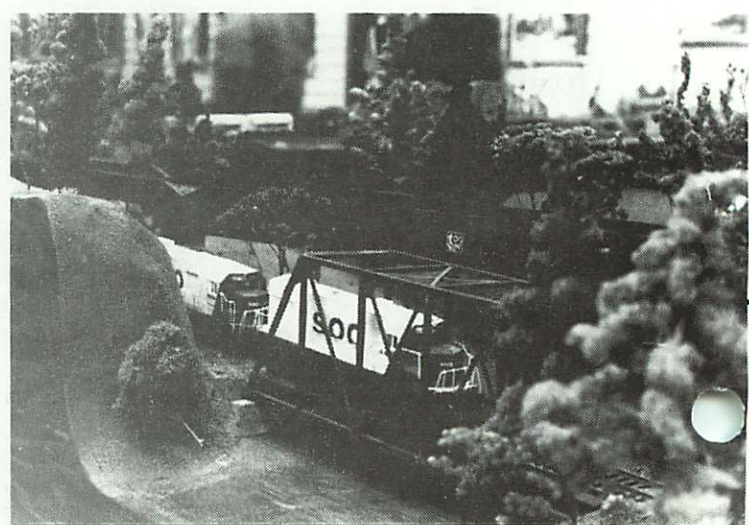
More of Lynn's handywork



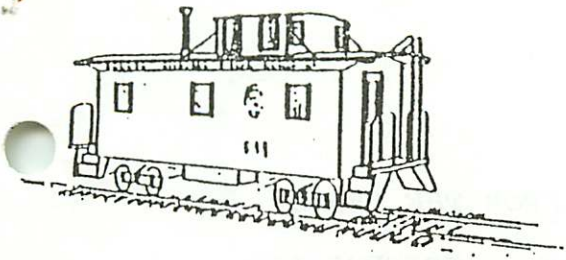
Future model railroaders?



Larry's new motive power



Fast freight across the Wisconsin River



CHATTER FROM THE CRUMMY

OFFICIAL NEWSLETTER OF THE WAUPACA AREA MODEL RAILROADERS LTD.

VOLUME FIVE NUMBER TWO

MAY 1991

NEW GRAIN ELEVATOR OPENS



United Grain Growers, headquartered in Mason City, Iowa recently opened it's new grain fascilities in Walla Walla, Wisconsin. The new wood-frame structure, which was engineered and built by M. Kirk Construction Company of Waupaca, Wisconsin, will provide grain storage and forwarding for the whole region. The grain elevator is serviced by the Kirkton, Tombstone & Walla Walla Railroad Company and is expected to generate up to five cars daily.

BUSINESS

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FROM THE PRESIDENT
by: Willard Wilde

On January 31, the fellows from the Central Wisconsin Model Railroaders dropped in for an evening of fun and to talk shop. Even though I was unable to attend, I was told that a good time was had by all.

On April 20, a group from Sparta, LaCrosse area stopped in. They spent some time at the Lind Center & Southern, Lanark & Western, and the Evergreen Hills & Allen Crick. Cake and Coffee was served, I forgot the ice cream.

I think a lot of ideas were discussed on the way home.

The Strawberry Festival is June 22 and 23. hope to see you all there. But, Oh I know, it sounds like a broken record. there is a lot of work to be done. After the spring meet on May 18, the layout will be set up to work on in the garage at the club house, There is a lot of work to do so lets have everyone pitch in and get everything completed on time.

Also, we will see you at the second annual WAMR open. I am sure a good time will be had by all who attend. The date is June 1, rain date is June 2.

CHATTER FROM THE CRUMMY EDITOR:

JAN L. TRIERWEILER
7329 PARK VIEW DRIVE
WAUPACA, WI 54981
(715)-258-8058

WAUPACA CLUB RECIVES AWARD
by: Roger Hildebrandt

Recently I became aware of a Showmanship award program through Walthers of Milwaukee. I sent for and received the application forms for the award several months ago. After reading the material through, it was apparent to me that our club has qualified for this award so I filled out and sent it back to Walthers.

After waiting for what seemed forever, I finally got the package in the mail on March 18.

Sure enough, we passed with flying colors. The award consisted of a railroad car with printing on the sides stating that is a showmanship award, the year and club name.

Each year Walthers uses a different kind of car. This year it is an old time reefer.

Many thanks to all who helped our club qualifying by giving their time to put on the Waupaca Woods mall and the Strawberry Festival shows.

This is the first of many to come I hope, and will be on display for all to see.

CHATTER PRODUCT REVIEWS

CONDUCTED BY: Jan Trierweiler

CC PRODUCT REVIEWS ARE INTENDED TO HELP YOU EVALUATE PRODUCTS IN TERMS OF USEFULNESS, AND CONFORMANCE TO STANDARDS. WE SPECIFY POINTS OF EXCELLENCE AND POINTS OF CAUTION, BUT WE BELIEVE THAT A REALISTIC DESCRIPTION IS THE MOST HELPFUL OF ALL.

WALTHERS 4600 SERIES AIRSLIDE COVERED HOPPER.

Walters up until about eight years ago, was primarily the nations largest distributor of model railroad items. Then with the then defunct Trains Minatures dies for model railroad cars, Walters began the production of their own line of ho car kits. The now familiar white and blue boxes have become almost as numerous as the ever-popular blue Athern boxes.

Since their rather humble beginning with the old T-M cars, Walters has expanded their line to include many not before availab kits. The steel coil car is a good example. One of the latest releases is the single bay Air Slide covered hopper. The use of covered hoppers to carry bulk loads is actually not that new. In 1911, the American Car & Foundry Co. introduced a hopper car with a special roof, and by the 1930's, these cars were in regular use.

The Air Slide hopper was developed in the late 1940's by the Fuller company, a cement manufacturer. In this cars design, the air tight body has a fabric liner which allows compressed air to be pumped in to the car, where it loosened the contents for easier unloading. In 1954 the Fuller Co. was acquired by General

American Transportation Co. (GATX) which began production of covered hoppers of this design in 50, 70, and 100 ton capacity. These cars would be appropriate for hauling flour, animal feeds, sugar, silica sand, carbon black, edible grains, and chemicals.

Walters scale model appears to be a very accurate model of the real covered hopper. Walters has taken the "shake-the-box" kit one step further with most of the cast on parts now being separate from the body. An example is the roof hatches, which were normally one piece castings,. Walters has put the door and fastening bolts as separate pieces. There are six hatches and three bolts to per hatch, this makes it a bit tedious, but they look great. The end details with the cross bracing looks especially nice. with 27 different parts and numerous sub-assemblies, such as the hatches, this is not a quicky kit. It was enjoyable to assemble because everything fit together so well. The only problem was cutting the diagonal end bracing which turned in to a hit and miss procedure.

All in all I would rate this kit very high for its appearance, ease of assembly and better than shake the box details.

MODELER PROFILE

1 - NAME: JAN L. TRIERWEILER

2 - CURRENT ADDRESS: 7329 Parkview Dr, Waupaca WI 54981

3 - AGE: 47

4 - WIFE: LINDA DOG: DUSTY

5 - HOW DID YOU GET STARTED IN MODEL RAILROADING?

At the age of 13 my father suggested that of instead of just putting model cars together, why not put a kit of something together that you can do something with after it is completed --- something like model railroad equipment- thus I was introduced.

6 - WHAT DO YOU LIKE MOST ABOUT MODEL RAILROADING?

The variety of activities- carpentry, track, electrical, painting, scenery, operations, railfanning, videos, what everyou feel like doing.

7 - WHAT DO YOU THINK IS THE MOST IMPORTANT RECENT ADVANCEMENT IN MODEL RAILROADING?

Better running engines, unfortunately at a high price.

8 - WHAT DO YOU SEE FOR THE FUTURE OF MODEL RAILROADING?

Continual upgrading of all phases, electronics, engines, scenery technics

9 - WHAT IS YOUR FAVORIE RAILROAD?

Milwaukee Road, Soo Line, Wisconsin Central

10 - WHAT SCALE DO YOU MODEL? HO

11 - HOW LONG HAVE YOU BEEN IN MODELRAILROADING? 34 YEARS

TREES! & HOW

by: Dean Sauve

What about that forrest you have been putting off for so long because you weren't sure how to make the trees?

So you say you need more information? Well here it is.

Pine Trees & other Conifers

Pine trees and conifers are probably the easiest trees to make. The first thing you need is an old wire christmas tree, the kind your inlaws just threw away. Trim each branch down to the size desired and shape the tree in to a pine-like shape. Remember to do this over the garbage can so you won't upset the wife. After trimming make sure to get the loose clippings out of the tree. Spray the tree with green paint and quickly sprinkle on some fine ground foam, and repeat a second time after shaking out the excess foam onto some newspaper. As a final step spray the whole tree with a cheap hair spray. The last step is to mount the tree in the layout.

Weeping Willows

These might even be easier to make than the pine trees.

On a nice fall afternoon go for a walk out in some field an gather ragweed, I know its great for the hay fever sufferers. Take the weed in side and spray the tree with a light yellow or light green and paint the trunk a brownish color. Its that easy.

Forests

A forrest that has brush leading to the edges of it is also easy. Start by making a

few trees to sort of hide the edge. Large amounts of brush can be simulated using lichen covered with ground foam until this looks realistic. For the top of the forrest, cover a screen built up on pegs, with lichen and cover with the desired ground foam.

FINISH THAT LITTLE SCENE

by: Dean Sauve

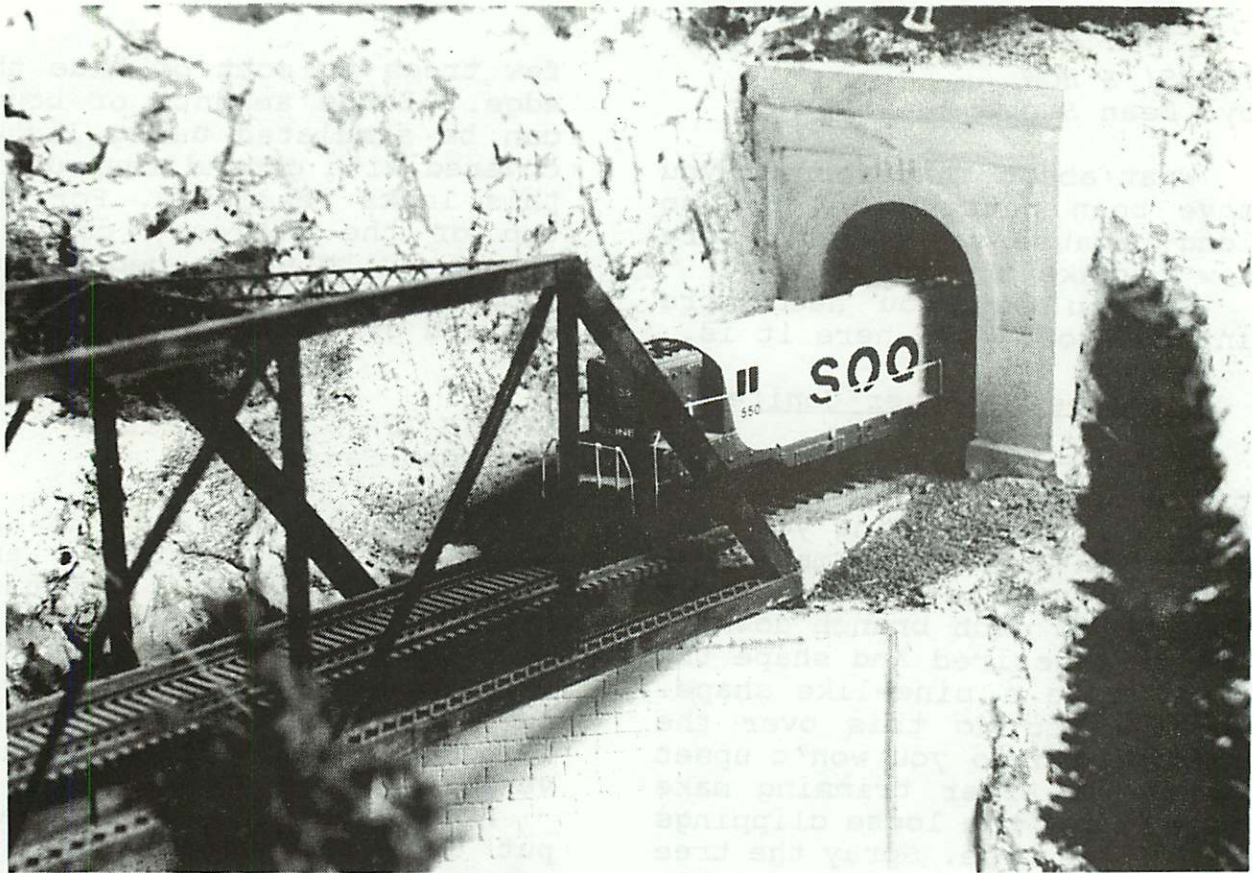
The right of way. It is there, it's important, and there is always something laying along it.

I have never seen a perfect right of way in real life but on a model layout, everything is neat as a pin. It sure isn't very realistic.

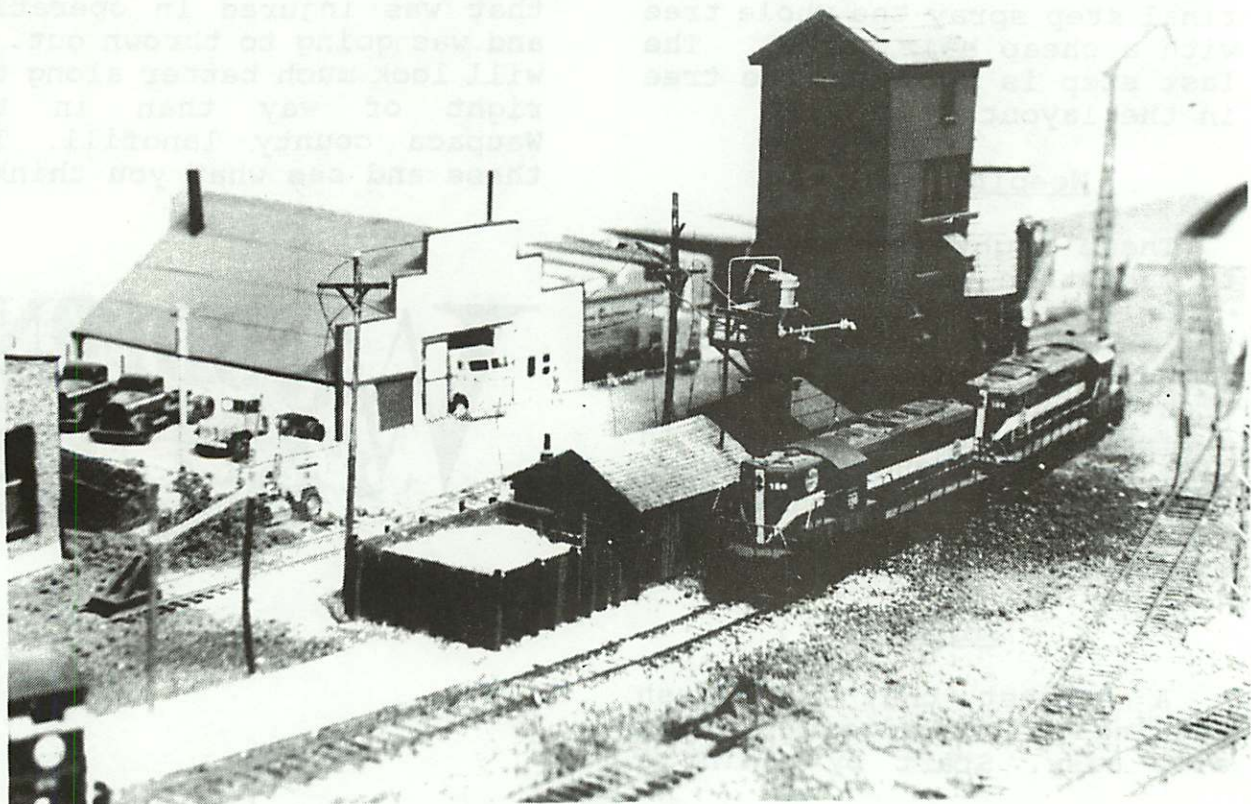
After the ballast has been put down and allowed to dry properly. take some of the track spike that are a little bent up and scatter them along the track. Find that old broken knuckle from the Kaydee coupler that was injured in operation and was going to thrown out. It will look much better along the right of way than in the Waupaca county landfill. Try these and see what you think.



LAYOUT PHOTOGRAPHS



SOO LINE GP-7 EXITS TUNNEL #2



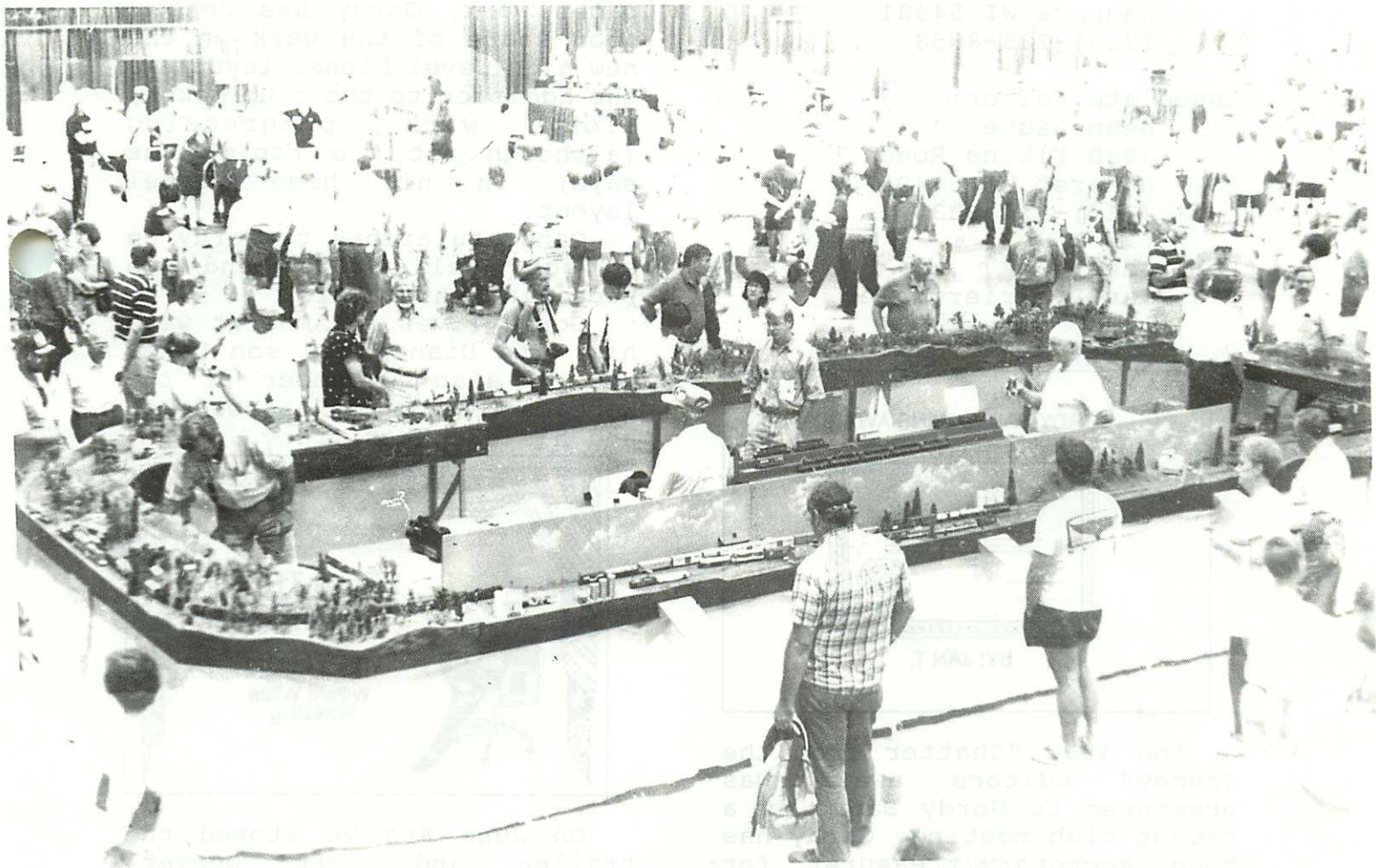
DM&IR GP-7s LAYOVER AT SUPERIOR JCT.

Chatter from the Crummy

VOLUME FIVE NUMBER THREE

FALL 1991

DENVER!!



BILL OF LADING

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Editor:

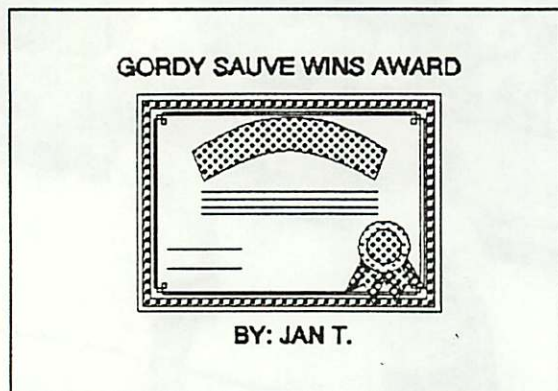
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Publisher:

Jan L. Trierwieler



The 1991 "Chatter from the Crummy" editors award was presented to Gordy Sauve at a recent club meeting. Gordy has been secretary/treasurer for the Waupaca Area Model Railroaders since its incorporation in 1989.

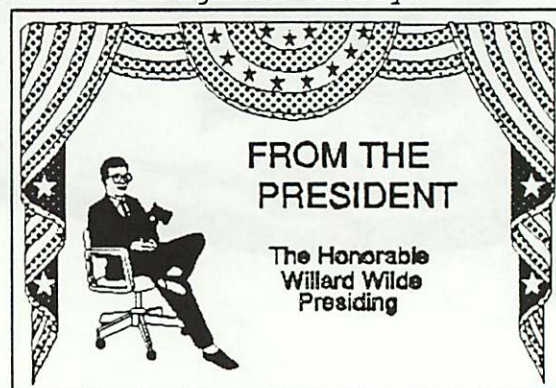
The editors award, in its third year, is presented to

members of the Waupaca Area Model Railroad Club who has done many extra things to make this a better club. Previous winners include, Cliff Deveraux, and for 1990 Roger Hildebrandt and Willard Wilde.

Since our plan to incorporate, Gordy has done most of the paper work concerning incorporation, done research on tax exempt status, checked on insurance and liability along with the usual duties of keeping track of our money and recording the minutes of our business meetings. In between all this paper work, Gordy has done a good share of the work on the new high level Lionel layout in the addition to the club house, along with progressing (although not too rapidly he says) on his home Lionel layout.

Congratulations to Gordy on a job well done and on receiving this award.

Gordy lives in Amherst with his wife Diane, his son Dean, who is also a member of the Waupaca Area Model Railroaders, and his daughter Tracy.



On June 8th we stored the trailer and left Denver, heading south to Colorado Springs, the Air Force Academy, Garden of The Gods, then on to Cannon City and the Royal Gorge. We walked across the

worlds highest suspension bridge, rode the tramway to the bottom of the gorge, 1053 feet below to the D&RG railway tracks. Back up the tramway to the top, then drove across the bridge and on to Gunisen Colorado for the night.

Tuesday the 9th we were on to Montrose, Ouray, Telluride, Cortez, and Mesa Verde National Park, where we visited the Indian Cliff Dwellings. Then on to Durango for the night.

Wednesday the 10th we woke up early to catch the first train to Silverton. We spent some time in Silverton, and then returned to Durango and continued on to Wolf Creek Pass and had a snow ball fight. We spent the night in Alamossa, where we visited the Great Sand Dunes, just acres of sand.

Thursday the 11th, we headed north to Leadville visited a large mining museum, saw silver mines, and of course the LC&S came to town while we were there. On to Tennessee Pass, Eisenhower Tunnel and Georgetown. Where we rode the Georgetown Loop and looked into several old silver mines.

Friday the 12th back to Denver to pick up the trailer. Then we went on to Cheyenne Wyoming for the night, at a Day's Inn, we had track side rooms on second floor. Any time

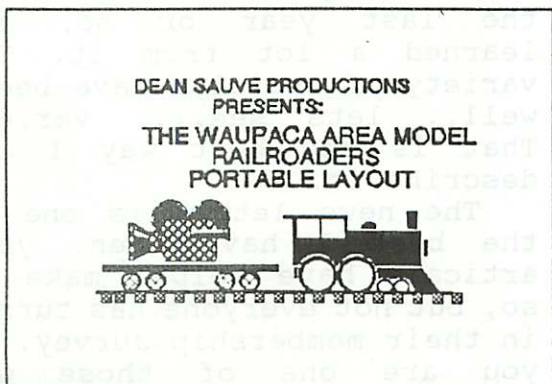
you looked out the window at least one if not two or three trains were going by. All UP trains on a three track mainline. We went down the Union Pacific station to watch the traix talk to xe crews, there was a lot of movement.

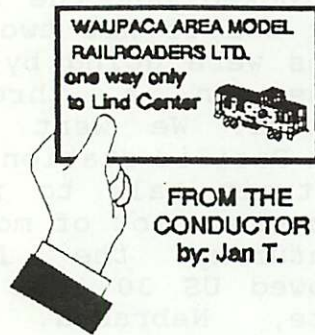
Saturday the 13th, We followed US 30 east to North Platte, Nebraska. We saw several trains on the way, mostly double stacks and auto racks heading west. We got a room in North Platte, then went to William F Cody Park for a picnic lunch. There was a UP Challenger and a Centennial engine, a baggage, a mail car, and a caboose on display there. We went back to the yards, for a glimpse of the engine house. Where we counted 31 engines inside and about 170 outside. We also watched them work the hump yard for a while.

Sunday the 14th On to Colfax Iowa for the night. We visited a huge Lionel layout and display at Colfax.

Monday the 15th, On to Wisconsin, we stopped at North Freedom and at Wisconsin Dells, and finnaly at Waupaca arriving at home about 8:00 PM.

This was a trip of a lifetime, one you dream about, one I would recommend taking to anyone who has a chance to visit this area. Everything went very well. I had an excellent driver, and tour guide. I had a wonderful and fun filled time, but to be honest, I was "trained out:" when we left North Platte. However by the time we got to Omaha I was looking for more tracks to see if a train was around somewhere. Thanks to all of the Waupaca group who made this a big success.





Well, I hope everybody has settled down and gotten back to reality after our experience in Denver. I am not sure that anybody can describe the total experience of our adventure. This can only be the crowning touch to our last few years since incorporation. The highlights that have made this such an exciting time including the evolution of the portable layout. The addition to the club house and finally our trip to the NMRA National Convention to show off our portable layout.

Just a few of the highlights from Denver that I will remember:

- How everybody made it there-one way or another: Lynn flying out, Gary driving out by himself, Dick and Joe Flying out, Willard, Ruth, Roger, Virginia and Jeremy bring the trailer with the layout, and the fearsome three-some, Jerry, Peter and I chasing trains across Iowa and Nebraska.
- Seeing BIG time railroading on the UP.
- Driving over Sherman Hill and seeing two WC cars at the summit.
- The train show.
- Seeing the Milwaukee Road observation car.
- The train show
- The praise we received for our layout and the trouble we

went to bring it to Denver.

- The train show.
- The Granite Mountain railroad.
- Getting my brass SDL 39.
- Seeing Willard's face when Ruth gave him his brass Soo Line SD60M.
- Driving up Rollins Pass.
- The great time we shared as a club.

I think everyone has said that the time and money was well worth it. when are we going again? Portland 1994? By Amtrak? LETS GO!!

FROM THE PUBLICATIONS COMITEE



BY: DEAN SAUVE

Well the 'Chatter' certainly has come a long way. From the first typed copy to this high tech laser printed issue.

When Jan started 'The Chatter from the Cummy' several years ago it meet with a warm welcome. Today the 'Chatter' has grown better with each issue.

I have enjoyed assembling and editing the 'Chatter' for the last year or so, and learned a lot from it. The variety of articles have been, well.. lets see.... varied, That is the best way I can describe it.

The news letter is one of the best I have seen, your articals have helped make it so, but not everyone has turned in their membership survey. If you are one of those who haven't see me for a sheet.

In this issue you'll find articles from prototype to how to, to one of Pete's English assignments.

I hope you enjoy reading these issues as much as I enjoy assembling them.

TREASURERS REPORT



BY:
GORDY SAUVE

BALANCE SHEET AS OF 6/30/91

Assets	
Cash	\$382.54
Inv (Soda)	--
Portable Layout	<u>358.59</u>
Total	\$741.13
Liability/Club Equity	
Liabilities	--
Equity 12/31/91	\$377.39
Income 1/91-6/91	<u>363.74</u>
Total	\$741.13

INCOME STATEMENT AS OF 6/30/91

Donations	
Kalmbach \$	5.50
Soda	18.75
Table Rent	52.00
Admissions	<u>417.25</u> <u>\$493.50</u>

Expenses	
Corp Reg \$	10.00
Maint/Rep	<u>119.76</u> <u>\$129.76</u>
Net Income	\$363.74

Updated info 10/13/91	
Additional Income	
Soda Sales	\$ 38.00
Mall Donation	50.00
Expenses	
Fireproofing	17.75

Correction to M&R 37.62

Cash on Hand	\$215.17
Savings Acct	\$200.00

MODELERS PROFILE



DAN FRITZ

One of this issues meet your modeler is Dan Fritz. Dan is our newest member and is enjoying our fellowship.

Dan lives at E45962 Hwy 161 Ogdesburg, WI 54962 and can be reached at 1 (414) 244 7745.

Dan lives at this address with his wife Barbara and his three children, Michael, 14; Ashley, 6; and Danny, 4.

When Dan was asked how he got started in model railroading he replied, "My wife bought me a MR magazine while I was in the hospital for a ruptured neck disk. then I meet Roger H. at work (Waupaca Foundry)

The thing Dan likes most about model railroading is the fact that it is interesting and a hobby that people don't outgrow.

Dan thinks the most important recent advancement in model railroading is more publicity. He said "Its interesting, fun and there is a lot to learn".

Dan sees a basement full of trains and a layout in his future.

Dan models in HO scale and his favorite railroad is the Wisconsin Central. Dan's been in the hobby about a year.



This artical describes the conciderations I used in developing the basic schedual we used for the first schedual runs on the LC&S. I tried to incorporate a wide a wide variety of trains to make the operation intresting and make use of the features built into the layout.

I started with what I hoped would be a simple run of two passenger trains running the lenght of the layout in opposite directioins with the trains meeting in the middle of the layout on the double track mainline.

Next we needed to get cars to Lind Center and Superior Junction to make up the local switching runs. There is not much room for storage in the yards so we need to get cars moved online from somewhere else. Many loads must come from and go off line. After these cars arrived in the yards I sent outt local switching transfers from each yard.

The greatest amount of tonnage on the LC&S is from the hauling of iorn ore. The ore jennies are loaded at four mines, two on the LC&S and tow on the KT&WW. The ore goes to Superior Junction where the cars are sorted. Some of the ore must go throught the processing plant where it is graded and enhiched. From there

the ore goes to the dock where it is loaded on ore freighters.

Finnally I rounded out the operation with an intermodal train and a hotshot reefer train. They are both trains that run the lenght of the line.

The remaining hours have not been completely schedualed. Much of this time can be used for return runs of the already schedualed trains.

If the schedual is to heavy we can easily subtract trains. We may be able to run the locals as extras with no set times to switch each industry. However this would put added presure on the dispatcher. Another thing we could do is slow the fast time but without a fast clock it would make reading the schedual more confusing. After we get used to running we can revise the schedual as needed.

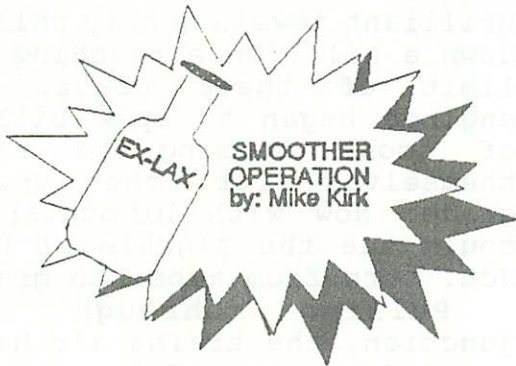
There are many more things we could do with the layout which I have not included in order to simplify the startup operation. Some of thees are:

- Way bills for specific pick up and drop offs.
- Operation on the KT&WW
- Sorting Cars in yards
- Setting out and picking up cars with the passenger trains
- Servicing and changing engines
- Matching engines to proper trains
- Making sure open cars are loaded as neccesary
- Operating the fiddle yard and other interchanges

As you can see there are many variables in designing an operating schedual. I tried to give it as much operating variety as posible with out it being overwhelming.

This schedual is not set in

stone, if anyone wants to make revisions and print a new schedual I would be very happy to have their assistance.



The following artical contains my opinions on how we can achive smother operating sesions. Of cource the LC&S belongs to Willard and he has the final say concerning all of its physical and operational features.

On Thursday August 15th we held our first operating sesion in quite a while. I was pleasently suprised to see so many people in attendance. All the train crews were able to have a conductor and engineer. There were two people at the CTC board and couple left over to help with problems as they arose.

The start of the operations was slightly delayed due to a problem getting the passenger trains rolling. Once these got rolling they were delayed again due to dirty engine wheels. Both trains were routed on the same track of the double track. The two trains headed for a corn feild meet, which caused a lot of excitement.

The plan was to run trains about 14 hours of fast time, about 70 minutes real time. Variously delays caused the clock to be turned off for a little over a half hour of real time. The delays were due to a

combination of mechanical and operating problems. There was quite a bit of spare time built into the schedual, but even so, some of the crews were disappointed not being able to switch as much as they wanted and still remain on time. If it would not have been for the operating problems there would have been more time to switch.

The following is a list of things that I belive we could do to contribute to a smoother and more enjoyable operating session.

INCOMPLETE LAYOUT AREAS

Some difficulties were expected because of work needing to be done on the layout. This includes areas such as the north reverse loop on the CTC board and the town of Wildewood. The need to get these areas completed was greatly amplified by running under preasure.

PERSON IN CHARGE

One thing we really need is to have one person in charge of the session who really knows the layout and the details of the operating plan. One problem is with the first session was people trying to do things in diffrent ways, with no person incharge we couldn't get people together.

LEARNING POSITIONS

We need to start out with people at the positions they fell most comfortable and are most knowledgeable. After we get things running smothly we can move people to difrent positions so they can learn all the facets of the operation.

FIXING MECHANICAL PROBLEMS

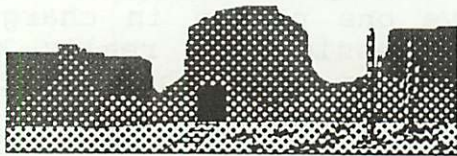
Write down durring or immediatly after the session where the problems with rolling stock, track, and other equipment occured. Get these things fixed or do not use them

until they are fixed.

DISCUSSION FOLLOWING THE OPERATING SESSION

One thing we did that really helped air everyone's concerns was to discuss our concerns and ideas immediately following the operation. We have our own legitimate opinions on how things should be done. Not everyone's ideas are the same and we all must have an open mind to others' ideas. Personally I don't think we should go making any changes until we are used to operating. A lot of thought has gone into layout design with regard to train lengths and other factors. If we do make changes the person making changes should see the changes through so the burden of completion is not put on someone else.

HERMOSA TUNNEL



by: Peter Onan

In the distance I began to hear a steady low hum, then a brief wail. A train was coming. I readied my camcorder on the perfect location my friends and I accidentally discovered. We were just outside Hermosa Tunnel, about thirty feet above the tracks on the edge of a cut. Sagebrush swayed in the breeze animating the granite mountains of southeast Wyoming. It was a perfect setting for the perfect subject.

Winding down the opposite slope, the metal snake came

into view. The sun from the west reflecting off the clean yellow of the Union Pacific engines made them look like brilliant jewels gently rolling down a hill. Once reaching the limit of their coast, the engines began to spew billows of smoke seeming to ready themselves for the upward grade. Now with binoculars I could see the signals of Dale Jct. turn from amber to green.

Pulling through the junction, the train's air horns sounded again. This was my signal to begin taping. Upon reaching the curve soon after, the full effect of the train became apparent. I could see the power was supplied by the latest SD 60's and GE Dash 7's and 8's. Low thunderous poundings caused by the predominant GE's in the consist made my stomach quiver. The scent of spent diesel fuel began to reach my nostrils.

As the freight came in to the cut the lead Dash 8 40-C's already noticeable ditchlights gave it a dignified look. The engineer let loose another blast of the horn, which bounced back and forth off the walls of the cut.

The hum of the traction motors increased in pitch until the instant they were by, making it seem as though the train was moving much faster than it really was. Then suddenly those streaks of yellow and gray disappeared, lights and all, into the tunnel, escaping the eye of the cameras.

After that, all that was left to go by was the one hundred thirty or so cars, rocking, creaking, clattering, making way for FRED. Normally I don't tape the ends of trains, but luckily I did this time,

because just as I was following FRED through the tunnel portal what should appear but another train highballing down the hill. It was if viewing the film in rewind.

TO DENVER WE GO



by: Peter Onan

Finally, the day we left for Denver came; the day we have waited for for over a year. Of course we left ourselves plenty of time to get there, because getting there is half the fun, actually a third: getting there, being there, and getting home again.

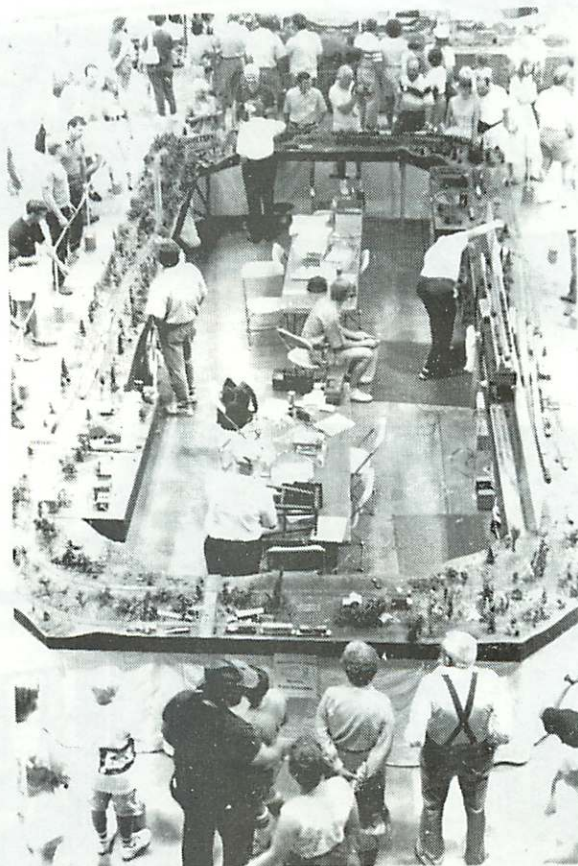
The action didn't really pick up until we got to Nebraska. Enroute from Fremont Nebraska, to Kimbal Nebraska, along highway 30, we saw 36 different trains. That doesn't include the three or four we saw two or more times. One of those trains we saw a couple of times had the lead power, no other than the UP Dessert Storm SD40-2. While we were cruising down the road I remember hearing from up in the front seat was, "The last thing expected to be seen was the Dessert Storm," and there it was. Not only there along highway 30 but on display in Denver.

After seeing the Dessert Storm the last thing we expected to see was the UP Challenger. But low and behold

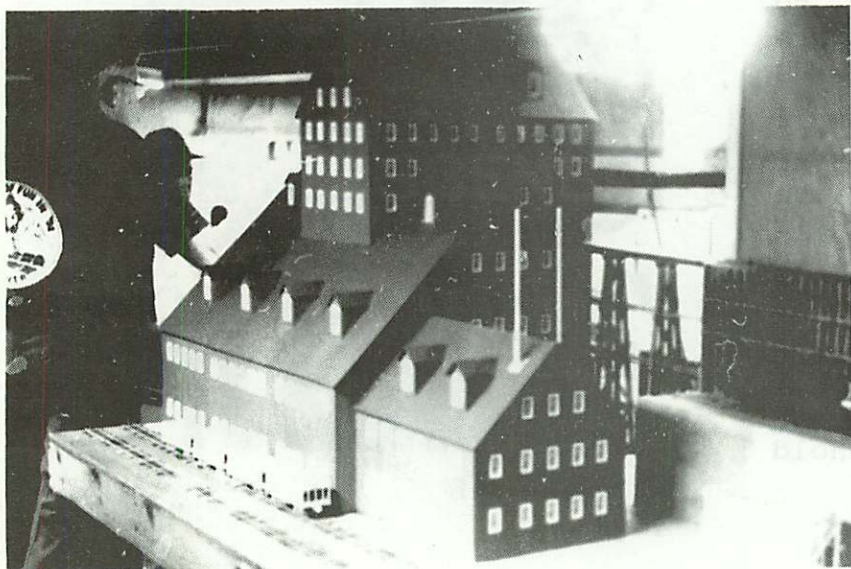
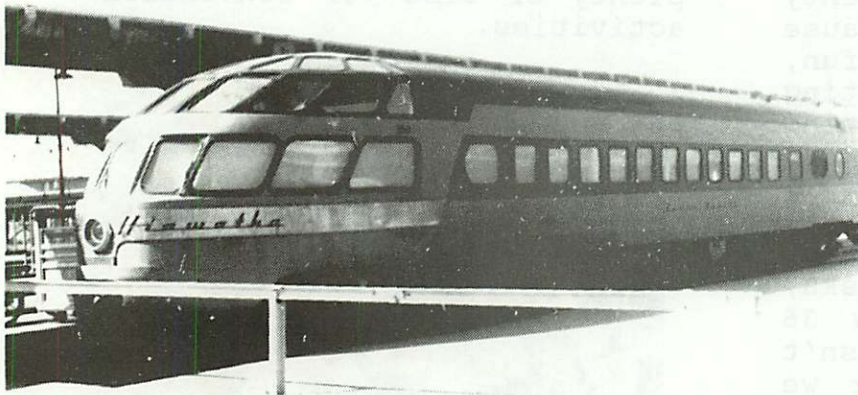
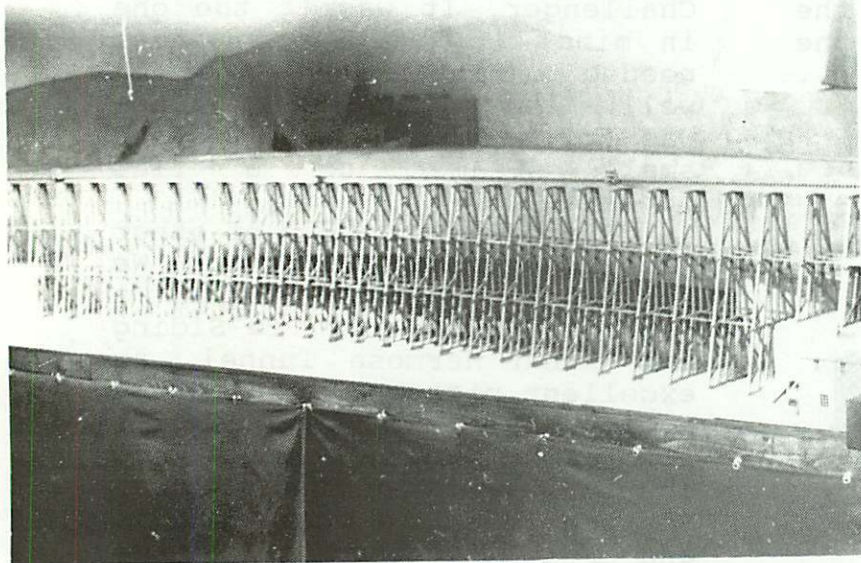
what greeted us at Cheyenne when we *mistakenly* drove down the middle of the yards, a UP Challenger. It wasn't the one in mind; it was the one that needed a little work, but oh well. Also in the engine house was Northern 8444 and another small steamer on a flat outside.

There was a couple of other accidents on the trip, too. We accidentally drove across a pasture looking for Tie Siding and found Hermosa Tunnel, an excellent picture location. We accidentally took the service road along the right of way to the HIGH point of our trip at Sherman Hill. Yes Jan, Jerry, and I can truthfully say we drove over Sherman Hill.

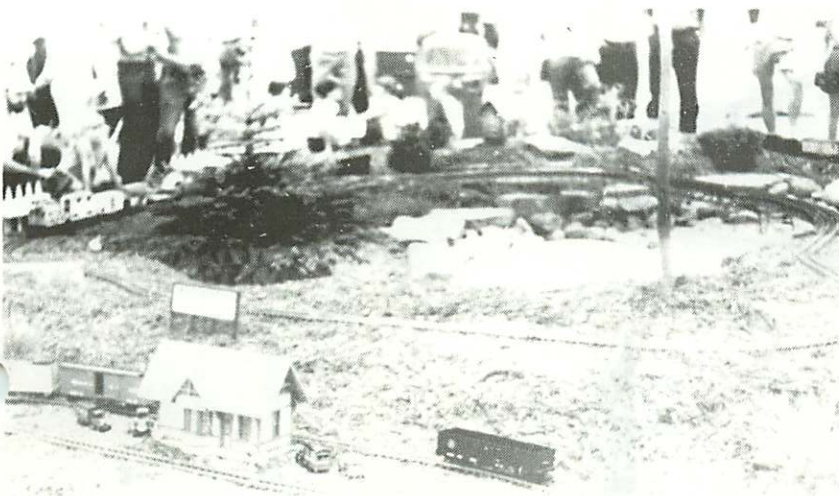
We did all this and still made it to Denver on Sunday in plenty of time for convention activities.



SCENES FROM DENVER



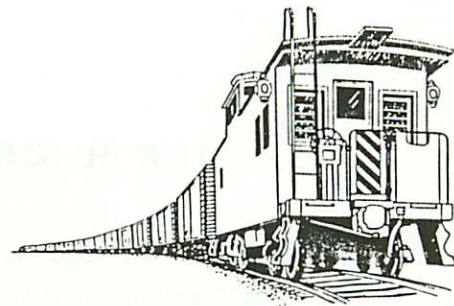
MORE SCENES FROM DENVER



THE MIGHTY UP ON THE ROCKIES



CHATTER FROM THE CRUMMY



Official Newsletter of THE WAUPACA AREA MODEL RAILROADERS LTD.

VOLUME FIVE NUMBER FOUR

WINTER 1991

Seasons Greetings



from the staff
of the CRUMMY

FROM THE CONDUCTOR

The end of an era has come about for the Soo Line Historical and Technical Society. The recently published October issue of the Soo magazine was the final one produced by Larry Easton as Editor. Over the past 12 years, Larry has made the Soo magazine one of the finest publications of all the historical societies magazines. He not only assembled and edited it, but also wrote many of the major articles such as the one on the Marshfield area. Larry has become probably the final authority on the Soo Line Railroad in particular and Wisconsin railroads in general. The several trips I spent riding with Larry to Board of Directors meetings for the Soo Line Historical Society were some of the most enjoyable and interesting times I have spent. Traveling with Larry is like a moving history lesson as he can relate some interesting or amusing tid-bit of railroad history on just about every point of interest in Wisconsin. I am sure Larry could easily write a 20 volume encyclopedia of railroad history of Wisconsin. After 28 years of teaching, the now retired Mr. Easton decided that he wanted more flexibility with his personal schedule than

what he had with the quarterly deadlines that the Soo magazine placed on him. He therefore resigned from the editorship that he so capably handled for 12 years. Gary Grogan will be the new editor, to carry on the tradition that Larry has established. Larry's final issue is indeed a fitting tribute to his ability to assemble a very professional and informative historical document. I know Larry will continue to provide us with historically significant material, but I will miss his personally assembled copies of the Soo. It has been an honor and a privilege to have been associated with you Larry--thanks for the memories.

JT

CHATTER FROM THE CRUMMY

EDITOR

JAN L. TRIERWEILER
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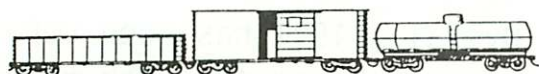
This newsletter is the official publication of the WAUPACA AREA MODEL RAILROADERS LTD. and is published four times a year in the Spring(February), Summer(May), Fall (September), and Winter(December).

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

CALENDER OF EVENTS

- *Jan. 11 & 12 Plover Mall (layout set up)
- *Jan. 19 Christmas Party at Willards
- *Feb. 22 & 23 Marshfield Mall (layout set up)
- March 21 & 22 LaCrosse Train Show (layout set up)
- *April 25 WinnebagoLand Division Spring meet Marinette
- *June 20 & 21 Waupaca Strawberry Festival (layout set up)
- Sept. 5 & 6 Marinette Mall
- *Sept. 11,12 13 Midwest Region Meet Manitowoc (layout set up)
- *Sept. 19 & 20 Soo Line Historical Society Conven. St.Paul/Minn.
- Oct. ? Spooner
- Nov. 14 & 15 Milwaukee Trainfest
- Dec. 5 & 6 Wisconsin Rapids Mall

*Denotes confirmed dates--all others subject to change.



CHRISTMAS PARTY

On Sunday January 19th Ruth and Willard will again host our club Christmas party. The annual event will begin at 1:00 (or earlier if you want to run some trains) at the club house and their home. They will furnish all the food and snacks. Bring any new videos to share with the group.

We will be having a voluntary grab bag gift exchange. If you want to receive a gift, you bring a gift. The mazimum amount to be spent is \$20.00.

This has been one of the highlights of our years activities in the past so mark this date on your calender. This will be your only invitation. A short business meeting will be included for election of officers and other club business.

WILLARD WINS AN ENGINE

In the recent raffle sponcered by the Soo Line Historical Society, Willard Wilde was the winner of a brass model of a Soo Line 2-8-0 steam engine. The engine was a donation to the Society by its producer, W & R Enterprises, for the society's help in the models design and production. The raffle earned over \$1400 for the society.

1991 IN REVIEW

With the 1991 year rapidly coming to a close, we can look back on a very successful year for our club. Besides displaying our layout at numerous local shows, we also made the trip to Denver and the NMRA National Convention. At all the shows, our work has been received with many compliments and awards. At Denver, the Junction City module received an honorable mention ribbon and the complete layout received two special judges ribbons for exceptional modeling. The layout was also awarded the NMRA Golden Spike award for conformance to certain layout standards. Many people appreciate our attempt to model an area close to where we live with actual scenes familiar to them. It is especially gratifying to have someone recognize one of our scenes we have modeled.

Our club is growing in numbers with two new members, Dan Fritz and Steve Manske. We also are having many visitors coming to our Thursday night meetings and we hope they too can become members. This year our club became 100% NMRA members, which is an indication of our dedication to the hobby. The NMRA has provided the national leadership and construction standards that has made this the great hobby it is today.

Many members have made advances on their home layouts although sometimes it takes a little destruction to make way for new construction. Roger has added his Green Bay port area and interchange with the Green Bay and Western. He also is working on a large ore mining and processing area. Lynn Draper is doing preliminary room work (drywalling, ceiling, etc.) in preparation for his very large Union Pacific layout in his new Log Home. Grandpa Lynn (new grandson will soon learn that the UP is the best railroad in the World) has quite a layout planned including Sherman Hill, Cheyenne, etc. Jan Trierweiler, after seeing several linear layouts (one track through a scene) at Denver, has once again started work on his layout with a two level type joined by a helix. Larry Hildebrandt is planning a second level for his layout. The modular layout will be adding a peninsula in the middle representing the Milwaukee Road to Wausau. (See planning ideas elsewhere in this issue.) The Lionel layout in the club house is progressing very nicely with Gordy doing an excellent job on the rock scenery. And Peter just keeps on buying more engines!?!!!!!

Overall, 1991 has been very good to our club and 1992 can only be better.

Hello Mike,

Believe it or not, it's me, I'm like a bad penny, turn up when least expected. Well, you did say in your letter dated the 18-12-90. do not feel prossessed into a swift reply. so. I think I have done just that... The truth is Mike, I feel a lot better now, as the doctor did tell me it would take a good 5 years for me to get any strength, and go into my system after he removed the tumor from my lower back, as it took a lot from my make up. I'll never be 100% again, around the 90%, as long as I do what my doctor tells me, and I have been doing that for 3 years now, and now feel good, I also have a touch of arthritis that has slowed me up, so, where ever I go, I give myself a lot of time to catch a train, or, bus, and having a gold pass from the Rail Dept; after 44 years service, I give it a real bashing. As this is just to let you know I am still in the land of the living, I'll get this typewriter ont when I return from the west sometime before Xmas, and give it a workout with the hit, and hunt system. Yes Mike, we have 2 VCR, and 3 TV in this house, and I sometimes get to my train shed to get away from some of the trash that comes over the TV's. I maybe getting old, as I'm 65 now. The family use VHS tapes, I believe Australia uses the Pal system, electronics are along way above me, All the best for Xmas to you and Family

Cliff & Family
To Mike, Barb, & Donna

*This greeting brings a warm wish
Across the distance to you
For happiness on Christmas Day
And through the New Year, too.*

WISHING YOU A
MERRY CHRISTMAS AND A
WONDERFUL NEW YEAR

*From Noel James &
Family
Australia
1991*

Christmas card Mike received from Cliff's friend in Australia

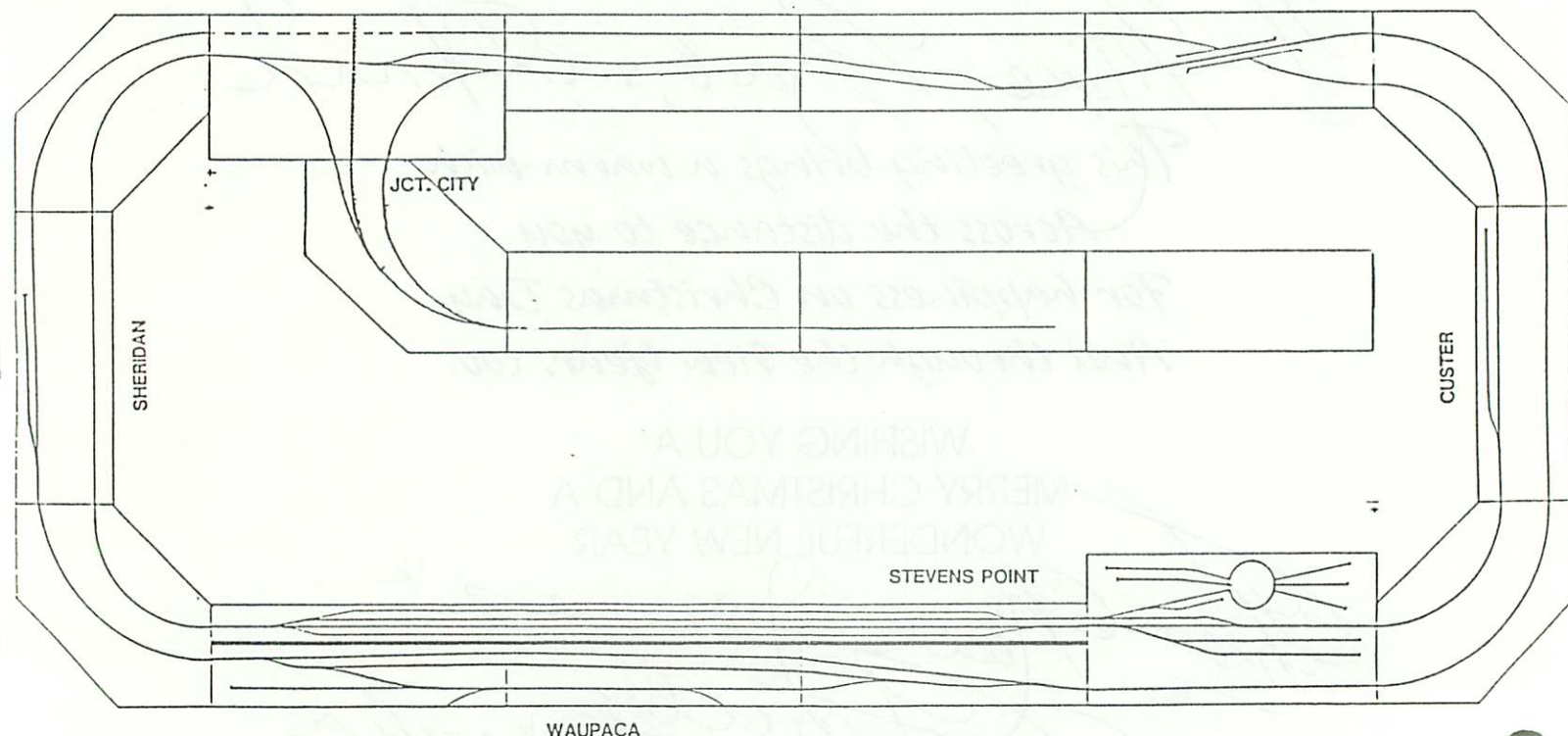
PORTABLE LAYOUT TO EXPAND---AGAIN

Below you will find a drawing of how we plan to expand the portable layout. The addition will represent the Milwaukee Road's former "Valley Division". We will include the area from Junction City to Wausau. The primary purpose was to provide a place to do some switching while the trains run laps on the outside trackage. We would like to have some member input on the design of this area. The three straight moduals would represent Wausau, and the corner modual would be country scenery. An accurate railroad map of Wausau is on display at the club house.

Some things that should be included are:

- 1-some yard space
- 2-minimum engine facilities
(turntable probably won't fit)
- 3-some of the industries
- 4-the coal plant at Weston
- 5-the depot of Wausau Insurance fame
- 6-the "flavor" of the Wausau trackage arrangement

There are blank plan sheets at the club house. Please have your design finished by the Christmas party so all the plans can be discussed and evaluated.



WAUPACA AREA MODEL RAILROADERS LTD.

Scale: 1/4"=1'-0"

2ND ANNUAL WAMR OPEN

On October 6th, Diane and Gordy Sauve (and Dean and Tracy) hosted the second annual Waupaca Area Model Railroaders Golf outing at the beautiful and spacious Pineridge Plantation Country Club located in rural Amherst.

A very cool and windy round of golf was followed by a delicious meal (with meat cooked by Chef Dean).

A short business meeting followed with club business being discussed. In the election for the Board of Directors position open for this year, Jan Trierweiler stated that he was not running again. Dan Fritz was elected to fill the vacant position on the board; joining Roger Hildebrandt, chairman; Larry Hildebrandt, and Peter Onan.

Winners of the various contests for the golf match were:

Lowest score-male: Willard Wilde

Lowest score-female: Linda

Trierweiler

Longest drive: Jan Trierweiler

Longest putt: Barb Fritz

Again, thanks to the Sauves for their hospitality and generous donations of gifts.

LARRY WINS AWARD

Congratulations to Larry Hildebrandt, WAMR member, who recently won the popular voting contest at the Marinette Mall show. He won in the category of Favorite Rolling stock, with his custom painted Badger Central box car.

Larry, who confesses that he never did any model railroading until recently, has become quite a talented painter. His original paint scheme for his Badger Central Railroad is an extremely attractive design using the University of Wisconsin Badgers red and white colors. His Bachman GP-30s are especially nice with his paint scheme matching the unusual profiles of the engine very nicely.

Congratulations to Larry on this award.

