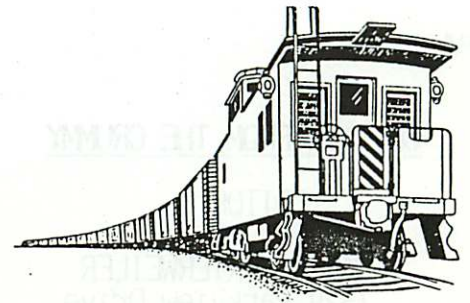


CHATTER FROM THE CRUMMY



Official Newsletter of THE WAUPACA AREA MODEL RAILROADERS LTD.

VOLUME SIX NUMBER ONE

SPRING 1992

FROM THE PRESIDENT

Well, 1991 is now history. What a good year it was. '91 was a year to remember. A very active year indeed. It included the mall shows such as Plover in January, Marshfield in February, LaCrosse Train show in March, Pine Tree Mall in Marinette in September, Wisconsin Rapids in December, as well as our own Strawberry Festival in June. All were a big success.

The best show of all was the NMRA National Convention in Denver. For those who were able to attend, what a wonderful two weeks. Many, many thanks to all who offered their help at these shows. Also to those who helped get everything ready, but were not able to attend. Thanks again.

Work on the L C & S took a big step in '91. The town of Wildewood met with a very bad disaster-it was totally destroyed. New track is now being laid, with a new small yard, new ore facilities as well as new industries that have been decided to be built there. Track is now being laid at these industries as well as an interchange track. It is expected a wye track will be put in at the crossings which will bring much more revenue to the L C & S.

New motive power has been leased to handle the increase in traffic-mostly Soo and Wisconsin Central.

A major renovation of the Lind Center yard is expected soon, to handle the increase in traffic. All suggestions will be greatly appreciated.

The layout has received a new power supply and throttles. They are now being installed. New scenery is also being put in. When the power supply is completed, it is hoped that an operating session will be held every four weeks. We will need operators for these nights. Please, let's all join and have some fun.

Many thanks to all who attended the Christmas party. It was a very wonderful time for Ruth and myself to have everyone together again for a very good social day. **Until next time--HAPPY RAILROADING!**

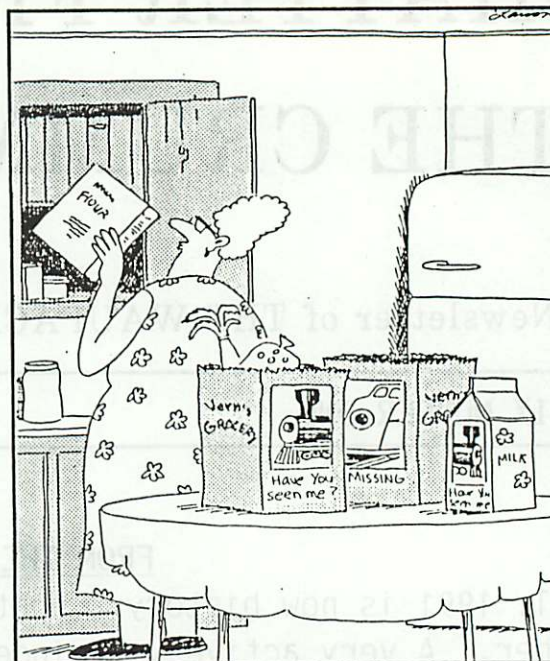
CHATTER FROM THE CRUMMY

EDITOR

JAN L. TRIERWEILER
7329 Parkview Drive
Waupaca, WI 54981

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

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



Runaway trains

WAUPACA AREA MODEL RAILROADERS, LTD

Financial Statements for the twelve month period
ending December 31, 1991

Balance Sheet

Assets

Cash	\$ 80.73
Savings	300.00
Inventories (Soda)	--
Portable Layout	440.59
Total Assets	\$ 821.32

Liabilities & Club Equity

Accounts Payable (Wilde)	\$ 39.51
Club Equity carried forward from 1990	377.39
Net Profit for the period of 1/1/91 to 12/31/91	404.42
Total Liabilities & Club Equity	\$ 821.32

Income Statement

Donations

Kalmbach Publishing	\$ 5.50	
Soda	80.35	
Table Rental	52.00	
Admission	417.25	
Mall Shows	\$ 96.46	\$ 651.56

Less

Trailer License	\$ 22.50	
Corporation Registration	10.00	
Maintenance & Repair	\$ 214.64	\$ 247.14

Net Profit

\$ 404.42

IMPORTANT DATE CHANGES

Please make these date changes on your calendars.

LaCrosse Train Show	March 14,15 (not 27,28)
Midwest Region NMRA Fall Meet Manitowoc, WI (layout setup)	September 18,19, & 20
Soo Line Historical Society Convention St.Paul	September 25,26, & 27

Minutes of the Waupaca Area Model Railroaders, Ltd.

October 6, 1991

The meeting was held in conjunction with the club's second annual Golf Outing at the home of Dean and Gordy Sauve.

Roll call: Lynn Draper, Larry Hildebrandt, Roger Hildebrandt, Mike Kirk, Peter Onan, Dean Sauve, Gordy Sauve, Jan Trierweiler, Willard Wilde and Dan Fritz.

1. The meeting was called to order by President Willard Wilde.
2. M/S Jan/Dean dispense with the reading of last meeting.
3. M/S Lynn/Dan accept the treasurer's report as read.
4. Old Business -
 - a. Denver Trip. The club had an excellent time.
 New Business
 - a. Trainfest. Roger reported we are invited to Trainfest in Milwaukee, November 9 & 10, 1991. During that time Model Railroader is expected to write an article on the layout. We will need four rooms (Willard will make the reservations). We will be leaving Friday nite November 8, 1991 as soon as we can. Strawberry Festival. It is scheduled for the third weekend of June. We will need 30 tables. We should investigate getting a banner to stretch across the street, Pepsi makes them and may provide us with one. We will also have the food booth.
5. Jan announced that Gordy Sauve was the recipient of this year's Editor's Award.
6. Election of the Board of Directors Jan's term was expiring and he declined to run again. M/S Jan/Lynn nominated Dan Fritz. M/S Roger/Mike to close nominations and cast a unanimous ballot. Motion carried.
7. M/S Jan/Lynn adjourn.

COMMENTS FROM THE CHAIR

A little something about buying Christmas gifts for someone who already has everything or in some cases at least, more than Walthers can offer.

To help relieve everyone of this agonizing job, I suggest a complete turn of the tables. Instead of everyone bringing a nicely wrapped box with something in it, you would bring a nicely wrapped empty box. Then you would unwrap the box, select something from the layout of the person hosting the Christmas party and say, "look what I got!"

I also suggest that we would move the party around. The first year we could have the party at Willards, then at Jerry Thompsons, then maybe we could go to Willards and then maybe Jerry Thompsons, etc. etc. This way Ruth wouldn't have to make so many of those little hot dogs every year.

This procedure will more than likely receive some objection from a few club members, as I know how well everyone likes those little hot dogs. But, it will more than likely be well received by the rest of the group.

I also want to personally thank Willard and especially Ruth Wilde for hosting this years Christmas party. I had a great time as I am sure everyone did. I did eat too many of those little hot dogs though.

I can't wait until next year when Ruth makes those little hot dogs again and to see what new brass engines Willard will get for Christmas.

Thanks again from all of us.

Roger H. C.O.B. WAMR

PLOVER MALL SHOW

By Roger Hildebrandt

Once again, the Waupaca club comes shinning through. Not only did they have center stage and put on a good show, as usual, they went home with a few awards to boot.

Larry Hildebrandt and his Badger Central Railroad did it again. Larry took 1st place in the freight car category. This is the third time in this past year that he has placed with his prized works. Besides going home with arms full of awards, it appears other model railroads are standing in line to trade rolling stock with him. I can understand why. His Badger Central herald and white lettering on red are quite eye-catching and done quite well. Congratulations Larry.

Continued on next page

Plover Mall Show Cont.

Dick Walker did the paper work on entering the diorama portion of the contest. The diorama consisted of a hobo camp and camp fire near a railroad trestle, river and cottages. You guessed it--it was one of the corner modules from the club layout. It received a 1st place and came in as runner-up for best of show when being judged by two members of each participating club. Congradulations to Dick and all those who worked on this module. You guys must be doing something right--this is five awards for the layout now, including three from the NMRA and two from mall shows.

MARSHFIELD MALL SHOW

By Jan Trierweiler

On February 21st, the fearsome foursome, 2nd edition, traveled to the North Country for our annual exhibition at the Marshfield Mall. This fine show is sponcered by the Hub City Model Railroad Club. Because many of the members had prior committments, only Roger, Larry, Gordy, and I were able to make the trip. We were courious as to how long it would take for only four people to assemble the layout. We started assembly about 6:30, after Gordy and I had supper(Roger and Larry had already eaten, but they had some pie with us anyway) and within an hour and a half we were pretty much done. The biggest problem was carrying the modules the rather long distance to the wide part of the mall so we could use our end units. (This problem should be solved with the construction of a new dolley for hauling individual modules.)

We wer quite surprised at the number of people going through the mall both days. Along with our layout and Marshfield's ever-growing layout, the very fine N scale layout from Stevens Point was on display. This fairely new layout has come a long way in a very short time and they are planning on expanding it even more befor our Strawberry Festival show. There was only one sellers table, Arno Morton from Stevens Point. His usual discount was in effect and he even was in a trading mood!!

On Saturday night our very gracious host from the Marshfield club took us on a tour of various layouts in the area. First, was a tour of their new club house, which is located in the basement of a local business. It s a large open area that gives them space to set up their modules between shows and also provides a lounge and meeting area. The next stop was a

Continued on next page

Marshfield Mall Show Cont.

recently purchased layout that had just been moved to its new home in an addition to a garage. It will feature Zero-1 command control and many fine structures. The last layout was in Colby and featured many fine custom painted Soo Line diesel engines and some very interesting track arrangements. One of the highlights was a very fine kit-bashed power plant.

Following the layout tours, we retired to the clubhouse for some very relaxing socializing with the ever-friendly guys (and girls) from Marshfield. We want to thank everyone up there for the hospitality and friendship we always receive when we go there.

Some questions following the show:

When is the WC going to paint some E-units to match the models we saw up there?

Why did Roger double check the lock on his motel room door on Saturday night?

What is wrong with being a teacher?

Why was there a shortage of meatloaf and bannana cream pie in Marshfield that weekend?

FROM THE CONDUCTOR

The railroad scene may soon take on a very different look in Central Wisconsin if the proposed rail merger takes place. The Wisconsin Central Ltd. has offered to buy the Green Bay and Western Railroad and the Fox River Valley Railroad. Both of these railroads are owned by the IteI Corporation. At the present time the sale is on hold as the labor unions are against the sale. Some of the possible consequences are, and these are my opinion only:

The Green Bay and Western will abandon all trackage west of Wisconsin Rapids and east of Green Bay.

The Wisconsin Central will use the FRV trackage through Oshkosh and all other FRV trackage will be eliminated except where necessary to reach industries. The parallel trackage from Fond du Lac will be no more.

Engine and car repair facilities will be consolidated with Stevens Point and North Fond du Lac on the WC still the most important. The

Continued on next page

From the Conductor Cont.

FRV (ex CNW) and the GB&W engine facilities in Green Bay will probably be closed. The FRV yard in Green Bay will probably be used to eliminate the crowded GB&W and WC (ex Milw. Rd.) facilities there.

With this consolidation of rail service under one company, the WC, industries in Central Wisconsin should expect better and more frequent service from their companies to the markets of Chicago, the East coast and West coast and Canada.

The railfan will however, be losing one of the last Alco strongholds in the Green Bay and Western. I cannot see the WC keeping these first generation engines on their roster. So you fans of the old smoking red Alcos better get your pictures while you can. I will be sorry to see the GB & W go as it was on one of these red Alcos that I got my first cab ride from Manawa to Plover and back many years ago.

On a happier note, I would like to welcome all the new members we have join our group during the past few months. You all seem to have many new talents and ideas that make you all welcome additions to our group.

JT

TRAIN RIDE ON THE G B & W

By Jan Trierweiler

Many years ago when I was was still single and carefree, I often ate meals at the local steak house in Manawa. This local eating (and drinking) establishment just happens to be located right next to the Green Bay and Western mainline. After a time, I got acquainted with the conductor and the rest of the crew that frequently stopped there for their evening meal. I boldly introduced myself and related my interest in trains and railroading. With little hesitation, the conductor invited me to a ride on his local train that ran at that time from Green Bay to Plover and return. He suggested to be at the Manawa depot on the next Saturday and I could ride with them to Plover and back. I was more than excited, to say the least.

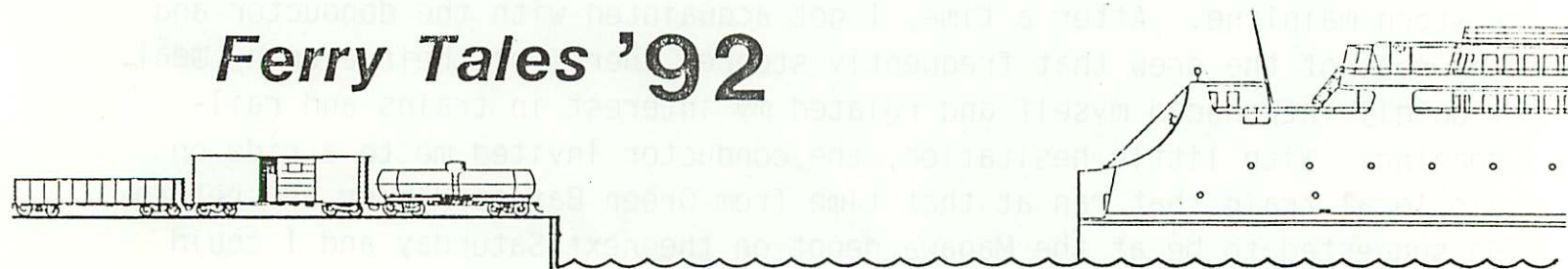
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Train ride on the G B & W cont.

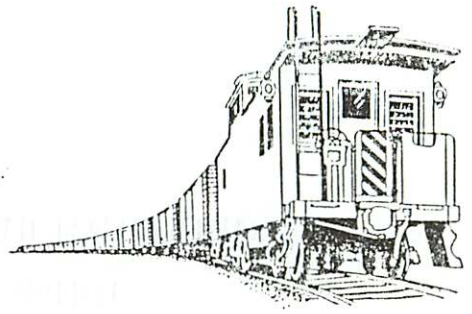
The next Saturday, I was down at the station eagerly awaiting my first ride on a real working freight train. I could hear the whistle off in the distance and my anticipation grew as the train grew nearer and nearer. The train slowed only slightly as it passed through town and as the caboose passed me standing on the platform, I could see the conductor on the back platform suddenly remember the ride he had promised me. As the train continued past me, I resigned myself to fact that I was forgotten and my train ride would have to wait for another day. Suddenly I noticed that the train was slowing and finally coming to a stop. The conductor had eventually called the engineer and told him of my promised ride. The slowing of the train was all I needed. I took off down the track in pursuit of that cherished train ride. Then I was even more shocked to notice that the train was actually backing up to get me!! I jumped aboard the caboose, and after apologetic greetings from the crew, I settled down to a truly enjoyable ride to Plover in the caboose.

After some local switching, the train reassembled the cars to head back to Green Bay. Now I got my long awaited cab ride--in an Alco no less. My most vivid memories were of the loud noise of the engines and the loudness of the horn, and the rather rough ride. I was really in heaven. In all my excitement, I forgot to take a camera or to even record the engine and caboose numbers. I will always remember the hospitality of the train crew and the real excitement of my first cab ride. My only other cab ride was also in an Alco engine--but that is another story.

Ferry Tales '92



CHATTER FROM THE CRUMMY



Official Newsletter of THE WAUPACA AREA MODEL RAILROADERS LTD.

VOLUME SIX NUMBER TWO

SUMMER 1992

STRAWBERRY FESTIVAL 1992

June 20th and 21st are rapidly approaching and with these dates come the most important time for our club. These are the dates for our third annual Train Show in conjunction with the Strawberry Festival. Roger has already spent countless hours in preparing for the show. He has arranged and re-arranged the space at the Hendrickson center to get the maximum utilization of the facilities. With the number of layouts and seller's tables, this has grown to be one of the largest train shows in Central and Northern Wisconsin, and in only three short years.

We now need to give our support to make this another successful show. We will need much dedication and sacrifice from all members and family members as well. We will need help on Friday afternoon and evening to set up our layout and help the other clubs and the usual help during the show. Also, the clean-up of the facilities on Sunday will be our responsibility (to help save janitor fees).

We will be having our home layouts and the club layouts open Saturday from 6:30 PM until 10:00 PM for all the visiting club members who have their layouts on display. If you do not have a layout to show, please plan to help either at the club layout or at one of the member's layouts. This has proven to be very popular and it gives us a chance to show off our home layouts. This year, maps will be handed out and the clubs can travel around to where they want to. After clean-up on Sunday, the club will eat together at a location to be designated later.

Let's all pull together to make this the **BEST SHOW EVER!!!**

1992 Strawberry Festival

MODEL RAILROAD SHOW

Saturday and Sunday, **June 20 & 21, 1992**
10:00 AM to 5:00 PM

Will we soon be seeing AMTRAK

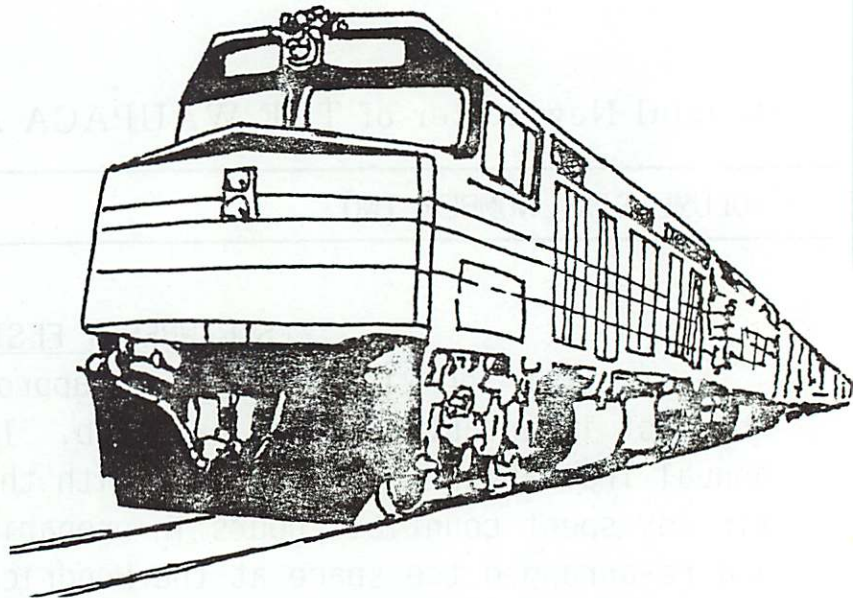
CHAPTER FROM THE COUNTRY

EDITOR

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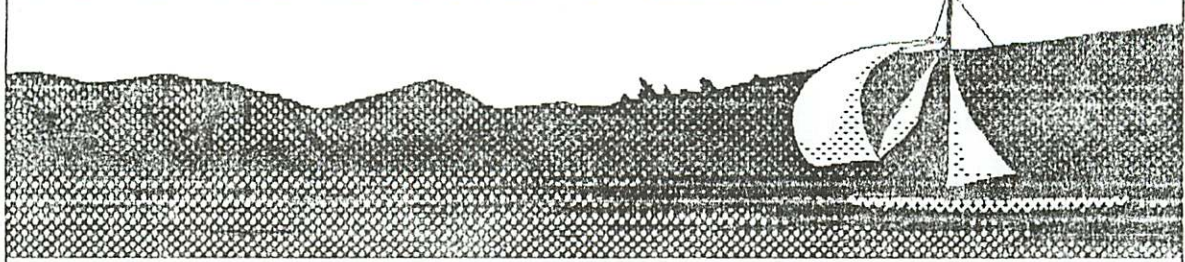


in the Fox Valley?

SCHEDULE OF EVENTS

STRAWBERRY FESTIVAL Waupaca Layout on display	June 20, 21
SUMMER BREAK TRAIN SHOW Oshkosh Elk's Club	July 12
WAMR OPEN GOLF OUTING Amherst	August 15
SWAP MEET Plover Municipal Building (10:00-4:00)	September 12
MIDWEST REGION MEET Manitowoc Layout on display	September 18, 19, 20
SOO LINE HISTORICAL SOCIETY CONVENTION St. Paul	September 25, 26, 27
RAILFEST '92 LaCrosse Bluffs and River Division Meet	October 10
NORTHWAY MALL SHOW Marshfield	November 6, 7, 8
TRAINFEST Milwaukee Layout on display	November 14, 15

THE CRYSTAL COVE & CASCADE RAILROAD



BY: GARY MERKLE

PART ONE _ THE HISTORY OF THE CRYSTAL COVE AND CASCADE

In the late 1800's, America was literally making tracks west. The transcontinental railroad was the first to link the east with the west. The Great Northern laid track across the northern tier of the states, over the Rockies and the Cascade Mountains of the Pacific Northwest.

The mountains held a wealth of minerals. Gold, silver and copper were among the first minerals discovered and mined. Vast stands of redwood and ponderosa pines on the slopes of the Cascade Mountains meant building materials for a rapidly growing country. The rugged slopes of the mountain would be quite a challenge to harvest the timber or dig out the minerals.

The major railroads searched out the easiest way over the mountains. They looked for passes that would allow for shallow grades. These routes however, did not always pass through the best timber and mining areas.

Jim Hill's empire pushed all the way west across Montana, the panhandle of Idaho and across Washington. The Northern Pacific, a few years later, managed to expand through Montana south of Hill's line. As the NP approached the Rockies and the Bitter Root Range, survey teams searched for a route, trying desperately to hold the grade under three percent. To do this would be costly. To cut cost, rail could be laid at four to four and one-half percent. The Northern Pacific started a second survey which led them as far north as the GN track. The extra mileage at 2.2 percent grades was more cost effective, and the NP abandoned its original planned route. As part of that survey team, Bill Cade found the original route had mineral wealth beyond his wildest dreams. Shortly after the original NP survey was abandoned, Cade quit his position with the NP and called on an old business colleague, Randle Cass. Cass had big political ties back east and had his hands in on a few mining operations back in Colorado and California. After Cade showed Cass the potential mining area, Cass managed to secure large tracts of land from the government for its mineral rights. Thus the two men formed the Cascade Mining Company. Plans would include building a railroad west from Helper when then the NP turned north to join

the Great Northern. Smaller trains could manage the four percent grade to get the ore out of the mines to the NP rail-head at Helper.

Cade and Cass had met up with an ambitious man named Tom Anderson on the west side of the mountain. Anderson was buying up land for timber rights. He had set up a sawmill in the valley at Crystal Cove which formed the name of his company: The Crystal Cove Lumber Company.

The three men worked together and soon both companies needed rail service to make their operation successful. The Crystal Cove Lumber Co. already was laying tracks to timber cut areas on the west side. A branch line from the Spokane, Portland and Seattle Railroad extended from West Flat to Crystal Cove. West Flat was just west of the SP & S Portland to Seattle main line, and track passed through Kirkville before terminating at the sawmill. Rough cut and framing lumber had a way out of the Crystal Cove, but SP&S was not going to lay track further east. The Northern Pacific did not make any commitment to go further west. Cade managed to gather a track crew. Cass started to get financial help and supplies, and the laying of rail west of Helper started.

The new partnership decided to form their own railroad company and the Crystal Cove and Cascade RAILroad was born. The CC&C would lay standard guagetrack from Helper to Crystal Cove. The use of standard gauge for this main line would utilize standard equipment and thus expedite shipments. Branch lines could be laid to mines and timber cut areas from this mainline, some of which were narrow guage depending on the terrain in which it was layed.

A small mining town was built on the east side of the mountain near the summit. Its name, Cascade. The town served the numerous mines in the area and was the headquarters of the CC&C railroad. A small yard and engine facilities were built to service the trains.

Through out the steam erea the small railroad flourished, but as the mines were depleted and the small lumber company fell victim to the larger ones, the railroad saw less and less traffic. In late 1948, Weyerhauser purchased the Crystal Cove Lumber Co. to hold in reserve all its timber rights for future cuttings. Some light logging was still done at Crystal Cove but main logging operations were done elsewhere.

The railroad industry as a whole was falling victim to new forms of transportation, the air plane. The rapid growth of the airline industry brought a new live to the CC&C. The airlines needed a light weight metal

called aluminum.

Helper, once almost deserted, now had new live with an aluminum reduction plant and a hydro electric plant to power its massive electric furnaces. Alumina, a powder material made from Bauxite, would be shipped in via covered hoppers to the plant to be melted down and formed into ingots. A grain elevator complex was built to serve the western most reaches of the high plains farm land. Vast quantities of Gypsum were discovered in many reas of the Cascade Mining Co. operational area. Gypsum, used in plaster and in a new product called drywall was hauled out of mines to a new wall board plant built by US Gyp near Cascade.

New technology in lumber products started utilizing woodchips and sawdust to make waffer board and composition board. Waffer board was an inexpensive substitute for plywood and composition board was being used in furniture and cabinets.

Helper was also the interchange between the NP railroad and CC&C. Trains would be made up at Cascade and sent down to Helper and then further east over the NP or the CB & Q.

The CC & C survived into the sixties with the shipping of aluminum ingots, gypsum products and lumber and grain products.

CONTINUED IN THE NEXT ISSUE

FROM THE PRESIDENT

BY WILLARD WILDE

Hello fellow members of the Waupaca Area Model railroaders. Well, spring is suppose to be here, but as I sit here writing this short note, it is 9:35 AM, Wednesday April 22nd and it is snowing outside. This sure cuts into my golfing, but gives me more time to the LC & S.

Track work is nearly done at Wildewood, or should be by tomarrow, which never comes. Then the section crew will move on to Lind Center. I understand there are some changes in the works. I have not seen the blue prints yet, but understand it will greatly improve the ability to sort cars and set out trains heading both south and north.

The new power center is in and in use. Except for a couple of adjustments, it works rather well.

We have had a couple of operating sessions. From what I could determine, it went rather well I feel as we become more adjusted to it, things

will work on time.

Events coming up this summer will probably include nearly everyone's vacation. Also the Strawberry Festival, the WAMR open and all the holidays. I hope everyone has a great summer--it it ever gets here.

FOR THE CRUMMY
TO WHOM IT MAY CONCERN

FROM US TO YOU

It started at 2:30 AM April 21st in Lend Center. It was a real bogus journey. The girls all met at Ruth's, except one that we picked up along the side of the road. The trip down was dark, so all we could see was each other. We made very good time to Lansing, Michigan. All the bogus began after we settled in the hotel. We did what we had to do in Lansing, and more. We had some problems though--we just couldn't find our way out. Linda, the navigator, could not tell right from left, unless she made an "L" with her hand. That's when North turned East and miles to inches. We decided not to go back the way we came, which was our biggest mistake, I think. It was the most bogus journey Wally World ever took. I could go on about this trip, but we will leave you with some questions:

Why does Ruth keep ordering cheese burgers in grocery stores?

Who died and made Janet God behind the wheel?

Why does Julie wear knee pads and keep measuring the length from wrist to elbow?

Why does Pam yell at Bartenders?

Why does Linda keep yelling, Excuse me?

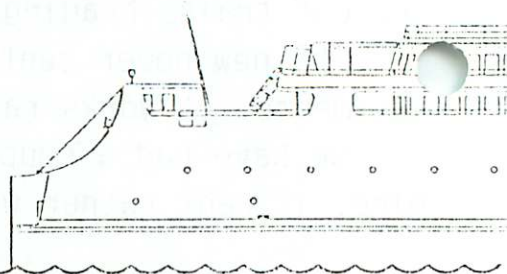
And why do we all love Michigan?

Yeah! We made it to Waupaca. To finish our trip we are taking a tour of the WAMR at Lind Center. It is 2:03 PM, Van time. We are now touring the WAMR. These guys do a great job! A thanks to Willard and the WAMR for the tour. And thanks to Ruth for the ride in the van and the trail mix. And we don't want to see you ordering cheese burgers at Piggly Wiggly.

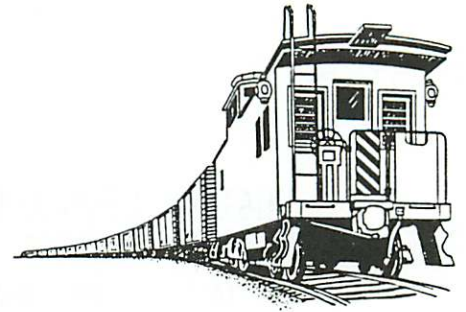
Ferry Tales '92



WLD MWR NMRA REGIONAL MEET
SEPT. 18, 19 & 20, 1992 -- MANITOWOC, WI



CHATTER FROM THE CRUMMY



Official Newsletter of THE WAUPACA AREA MODEL RAILROADERS LTD.

VOLUME SIX NUMBER THREE

FALL 1992

'93 FALL MEET TO BE HELD IN WAUPACA

Plans are being made to hold the 1993 WinnebagoLand Division of the National Model Railroad Association Fall Meet in Waupaca at the Hendrickson Center. Several clinics are already lined up along with five home layouts. The last meet here was in 1986. There has been many changes and a lot of work done on these layouts since then.

Set your calendar for October 15th, 1993 and plan to be in Waupaca.

AWARDS PRESENTED

EDITORS AWARD

The fourth annual Editors award of the "Chatter From the Crummy" newsletter was presented at the WAMR Open golf outing. The award is given to a member of the club that goes above and beyond to make this a better club.

This year a slight departure in procedure was made. This year the award was presented to a group that has done much through both moral support and actual help to all members. The Editor's Award this year is presented to the **SPOUSES**. They were of great support through all of our projects and especially during the Strawberry Festival, where, under the direction of Virginia Hildebrandt, they did much to make our show a great success. **THANK YOU VERY MUCH.**

PRESIDENT'S AWARD

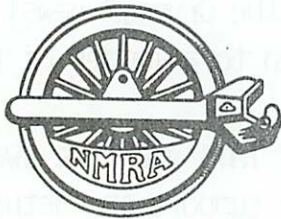
Willard Wilde, President of the Waupaca Area Area Model Railroaders, recently presented the first Presidents Award for contributions for the betterment of the club. The recipient was Jan Trierweiler, editor of the club newsletter.

CHATTER FROM THE CRUMMY

EDITOR

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MOMENT OF AWFUL SUSPENSE

The Engineer Did Not Know the Man Personally.

"The nervous strain on the engineer of a fast train is something enormous," said one of them the other day to a Detroit Free Press man. "Not only the lives of the passengers are at stake, but there is the constant fear of running over some one on the track. An accident, no matter how innocent the engineer, is always a kind of hoodoo. "What was my worst accident? I shall never forget it. If it had been traced on my mind by a streak of lightning it couldn't have made a more lasting impression. It happened one bright moonlight night in November. We were spinning over the rails at full speed across country where there were few people passing at that time of night, when I looked out and saw the figure of a man lying across the track not ten feet in front of the engine. I stopped as quickly as possible, but too late, of course. We had run over him and the lifeless body was under the wheels. We got out to look for him and found his hat, a piece of his coatsleeve and one of his shoes, but the rest seemed to be farther back under the train. I backed up the engine and got out to look again. There lay the distorted form. I felt like a murderer. Did I know the man? No, not personally. He was a scarecrow from a neighboring corn field."

Waupaca Post June 30, 1898

COMMENTS FROM THE COB By Roger Hildebrandt

First, I would like to congratulate the Waupaca Area Model Railroaders on being awarded its second Showmanship Award from Walthers Inc. for the year of 1991. This is icing on the cake so to speak for a real busy year which also included the National Convention in Denver. The club also received the Golden Spike award for its portable layout. Everyone put in a lot of good work on the layout and time in on putting on the Strawberry Festival Train Show. You guys really earned these awards and I am glad I was able to be a part of it all. Thank you and congratulations.

P.S. Sounds like a broken record from last year. You guys keep getting these awards and I am going to keep telling everyone about them.

FROM THE CONDUCTOR

This has been quite an active summer for our organization. First of all we had our best ever Strawberry Festival Train show at our new and bigger facilities. We had our great, 3rd annual WAMR Open golf outing (Thanks again to Gordy and Diane) and we have done much planning for the upcoming modeling season. Willard, Mike, Peter and I took a 5 day trip to the iron ore area of Duluth and other members have taken one day rail-fanning trips. We had the baggage/express trailer from the Waupaca trolley line donated to our club. We discussed and adopted a set of guidelines for the operation of the module layout at shows and we set a schedule of 1st Thursday of each month a work night and the 3rd Thursday an operating night.

Perhaps the best thing about the summer was the addition of many new members to our group. These people have already taken an active part in both our work night and our operating sessions. They bring many varied talents and interests to our group. I want to welcome them and hope they enjoy being a part of our group as much as I do. We may, however, have to build a parking ramp in Willard's front yard to handle all the cars on Thursday nights. So, welcome to Paul and Paul, Jerome, Alan, and Larry--its good to have you aboard.

JT

FROM THE PRESIDENT By Willard Wilde

Well, summer came and it was a good one. We had a very enjoyable time at Plover working on the Bancroft depot, we had a very good time on the Iron Range in northern Minnesota, and of course the baggage car, that came to us as a gift from Fred Kuenzi.

I would like to welcome these new members: Alan Schroeder, Jerome Colrue, Larry Mishkar, Paul Holicek and Paul Holicek Jr. They each have their own little niche that adds quality to our group. Welcome aboard.

We had very good attendance each week all summer. I think alot was accomplished. We can be very thankful for the wonderful attendance.

In regards to to operating the module--a rule sheet and operating sign-up sheet are provided. I think this is a very good way of operating the module.

Until next, Happy Railroading.

MINUTES OF THE WAUPACA AREA MODEL RAILROADERS, LTD.

January 19, 1992

The meeting was held in conjunction with the club's annual Christmas Party at the Club House in Lind Center, Wisconsin.

Roll Call: Lynn Draper, Dan Fritz, Larry Hildebrandt, Roger Hildebrandt, Michael Kirk, Steven Manske, Peter Onan, Dean Sauve, Gordon Sauve, Jerry Thompson, Jan Trierweiler, Richard Walker, and Willard Wilde.

1. The meeting was called to order by President Willard Wilde.
2. M/S Peter/Lynn to accept the secretary's report as read.
3. M/S Dan/Dean to accept the treasurer's report as read.
4. New business:
 - a. Roger said we need to discuss where and how many dates we are willing to display the modular layout. We were invited to display the module at Spooner on October 3 & 4. We will not show at the Marinette Mall on September 5 & 6 because of the Midwest Regional Meet being the same month and the number of shows is getting to be more than one ever other month. The Midwest Regional Meet has been moved to September 18, 19, & 20, and the Wisconsin Rapids club is not sure it will have its show in December. The question is whether we want to do eight shows which is where we would be if we also did Spooner. It was decided to wait on a decision on Spooner until later in the year, probably at the WAMR open.
 - b. Dick Walker entered the module with the Hobo camp in the model contest at the Plover Mall. It received a blue ribbon for the diorama classification. Other members entered individual cars and buildings and were also rewarded with ribbons.
5. Old business:
 - a. We need to update the list of radio, TV and print media we will use to get our Strawberry Festival public service messages out. Please check over the list and add any new ones not on it so the list can be updated.
 - b. Election of officers: M/S Jan/Dean to unanimously reelect the same slate of officers--President; Willard Wilde, Vice President; Mike Kirk, Secretary/Treasurer; Gordy Sauve. Passed unanimously.
 - c. The date for the golf outing was set for August 15, 1992.
6. M/S Dan/Jerry to adjourn the meeting and enjoy the wonderful meal prepared by Ruth and Willard.

WAUPACA AREA MODEL RAILROADERS

Financial Statement for period of 1/1/92 to 6/30/92

BALANCE SHEET

ASSETS		\$ 652.72
Cash		207.99
Savings		--
Inventory (Soda)		601.09
Portable Layout		
Total Assets		<u>\$1,461.80</u>
LIABILITIES		\$ 185.51
Accounts Payable (Wilde)		781.81
Club Equity 12/31/91		494.48
Net Income 1/1/92 - 6/30/92		
Total Liabilities & Club Equity		<u>\$1,461.80</u>

INCOME STATEMENT

DONATIONS		\$	
Kalmbach		103.65	
Soda		180.00	
Table Rental		200.95	
Admission Donations		226.55	
Food Profit (Roger has detail)		16.89	
Mall Shows		6.00	
Miscellaneous			
Total Donations			\$ 734.04
Interest Earned			\$ 7.99
Total Income			<u>\$ 742.03</u>
EXPENSES		\$	
Fund Raising Expense		22.04	
Supplies (Calander Pictures)		30.00	
Corporation Registration		10.00	
Maintenance & Repair		185.51	
Total Expenses			\$ 247.55
Net Income			<u>\$ 494.48</u>

Notes to financial statement

1. The club purchased four power supplies and throttles at a cost of \$40.00 each. Total Cost of \$160.00
2. After paying maintenance and repair (7/20/92) balance is as follows:

Check book	-	\$307.21
Savings	-	<u>207.99</u>
Total		\$515.20

THE START OF ANOTHER RAILROADING SEASON (OR DID THE LAST ONE EVER END)

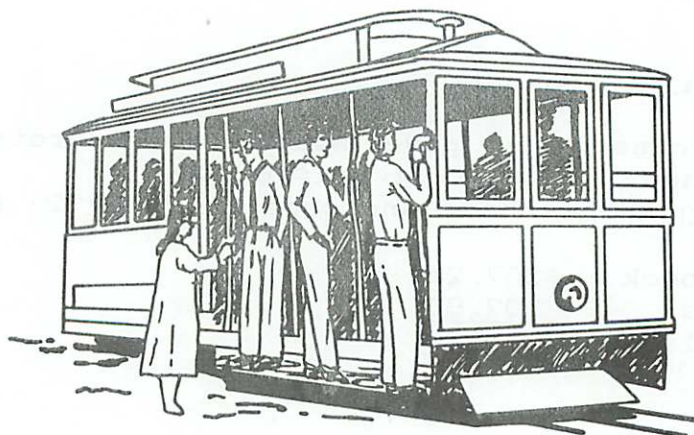
By Roger Hildebrandt

I think a new one has just started, because there is the 5 foot 21 inch guy standing at my door asking for more articles for the newsletter. Sounds like another one of those little winner stories coming doesn't it.

First, my boss made me take a promotion that meant no more nights, few weekends, and \$1.45 per hour raise. It meant I would have to force myself to go to the club house every week instead of once a month. Then I could have to go to more swap meets and spend that extra money before my better half did. Needless to say, I managed to survive the pain. As if that wasn't enough, the club found one of the trolley cars that used to run in the city of Waupaca almost 100 years ago and thought it would look good in my yard. No, I am not changing from HO to 12 inches to the foot scale. My better half thinks I should add on to the garage to house the trolley car while the club restores it. I know there was some reason I married her. First, she was responsible for me getting my first brass engine and now a real trolley. May she live long and have no more kids.

New Member Profile:

My name is Alan Schroeder and I am a 26 year old Production Supervisor for Wisconsin Dairies-Foremost Ingredient Group in Plover. I am originally from Camp Douglas and am now residing in Waupaca with my wife Sandy. My modeling interest is in the Milwaukee Road of the 1980's with some interest in the Burlington Northern. Other interests include railfanning, golfing, and gardening. I began model railroading when I was eight years old. I had a lull from the hobby while attending UW-River Falls, but have since become quite active in the hobby again,



NORTHERN EXPOSURE By Mike Kirk

This is the saga of four intrepid explorers from their central Wisconsin homes in the Waupaca area to the port cities of Duluth and Superior and the great wilderness beyond. The explorers were Willard Wilde-the leader of the group, his men would follow him anywhere, Jan Trierweiler-teacher, maker of boys into men, he piloted the van through the vast northern wilderness, Mike Kirk-chronicler of this tumultuous journey and Peter Onan-anxious to leave his boyhood home and find adventure in the world beyond.

In August of 1992 the group departed Waupaca in Willard's Ford van and anxiously headed for unknown adventure. Their first stop was the familiar Wisconsin Central yards at Stevens Point. While at the Point yards, they made a discovery-a train was ready to depart the yard on a run west. The group could pace this train as it made its way to Marshfield. Pacing the train, they reached Junction City. At this point, they made another discovery, another train, heading east, was waiting in the siding for the westbound train to pass. The group stood watching excitedly, amazed at their good fortune, as first one train, and then another clicked over the diamond.

After a journey of several hours, the group arrived at the shore of Lake Superior. Here, at Ashland, they saw a giant monument to the past jutting out over the waves of the lake. Made of cement, with wooden approaches and steel chutes, stood the now abandoned Soo Line ore dock. What a sight it must have been to see the Soo steam engines shoving mightily the cuts of ore cars up on the dock. Cars loaded with tons of raw iron ore for the holds of the great ore boats to carry down the lakes to the steel mills of the east.

Arriving at Duluth the next morning, their first stop was Carr's Hobby Shop where they stocked up on some much needed supplies. After leaving the hobby shop they decided to drive up the hill to Proctor where the extensive Missabe Road yards were located. They had no sooner got out on the highway than they spotted a limestone train making its way laboriously, up the hill. With Jan fearlessly at the wheel, they raced through traffic up to a vantage point overlooking the city of Duluth and the railroad. There, Mike and Pete set up their video equipment as they awaited the passage of the train. Soon they could hear the roar of the mighty diesel locomotives straining to pull the heavily laden jennies up the two percent grade. No sooner had the train ascended the hill than another could be heard straining against the grade. As soon as it came into sight rounding the curve overlooking the harbor of Duluth, they could see that it was straining even more mightily than the first train. The yellow and maroon Missabe diesels were "down on their knees" pulling against the weight of an endless string of ore cars. Car after car rolled past until finally

the last car passed by and disappeared up the track leading to Proctor yard.

This is but the start of the adventures that the Waupaca Area Model Railroaders were to experience in the next few days as they traveled deeply into the remote northern reaches of Minnesota's iron ore country. If you have not already seen it, be sure to watch the "Mostly Missabe" video tape. See more Missabe action, great taconite plants and ore mines. See those diesel dinosaurs of the past, F-units in action. Tour a whale back ore boat and even see a steam engine in operation. Finally, back at Junction City, watch a coal train on its way to the power plant at Wausau.

'92 STRAWBERRY FESTIVAL TRAIN SHOW IS "BIG SUCCESS" By Roger Hildebrandt

About 1400 people came to this years train show which was held at its new location at the Hendrickson Center. The center which was about twice the size of where we were before, was full up with layouts, displays, and sales tables. With last minutes sales tables we even filled the hallway. Even the food stand, with some new items on the menu, was a complete sell out.

The Marinette club layout won first in the popular vote contest. There are some real fine modelers in that club, if I must say so myself. Good job guys.

The only trouble I noticed was that the electrical breaker for the food stand that my wife ran popped a few times. But not to worry --she has popped a few at home too--even when she wasn't plugged in.

The only other problem came when Dave Rickaby's hat band snapped after the popular vote winner was announced.

Thanks go to the clubs from Wisconsin Rapids, Plover, Stevens Point, Marshfield, Medford and Marinette for helping make this show a big success.

New Member Profile:

I am Jerome Colrue and am a college student at UW-Oshkosh studying in the Criminal Justice field. I got started in model railroading due to my great-uncle's involvement with the Milwaukee Road as a Brakeman from 1908-1954. I plan on starting to build a layout in late spring of 1993. My tentative thoughts on the layout are that it will be late thirties, pre-WWII Milwaukee to St. Paul route. The layout will be located in Iola. On August 1st. I married the former Diane Whitman and we are residing on Crystal Court in Waupaca. Besides model railroading I enjoy outdoor activities such as hunting and camping. I am extremely interested in the Milwaukee Road and anyone wishing to share such information can call me at 258-4881.

NEWS FROM THE CRYSTAL COVE & CASCADE RAILROAD By Gary Merkl

With cash flow still low to nothing for the CC&C, I set out to get a part time job last winter making snow at Little Switzerland and managed to pick up three houses to draw on the side. Now that there would be some extra cash, I planned for bench work and track from Summit to Helper, the east side of the mountain main line. I had hopes of getting this complete by the end of April but it did not happen. But sticking to it, I managed to run the first train from the Harbor all the way to Helper.

With three power packs and seven trains made up, Chris and I had three trains running at one time. As we started to fix up some bad, older cars, Chris made up a Great Northern train and a CB&Q train. (Not enough NP for that one yet.)

The layout is running now from the Harbor panel, which controls the Harbor to West Flat and the Summit panel, with the left throttle controls the total run of Harbor to Helper and its right throttles from West Flat to Helper. Track is as follows: Single track from hidden storage west (not there yet) to Harbor. Double track from Harbor thru Draper, UP yard and BN to operation, thru West Flat, BN west yard thru Kirkville. At Kirkville east the track is single track past Crystal Cove to the Summit and down to Helper with passing sidings as follows: Clifford siding between Crystal Cove and Summit, Summit siding at Summit and Treewiler siding (name modification) between Summit and Helper. The track is then double track from Helper the rest of the way. The layout now ends at Wild junction.

Rainy day project this summer will be setting the original CC&C road bed from Crystal Cove thru Cascade and down to Helper and hard shell the mountains.

The best run of May 1992 was a west bound freight out of Helper. F45, GP18, 5024 on the point, 26 cars, a caboose and SD45 helper up to Summit. Drop the SD45, sent it back to Helper and continued to Harbor #1 Main. This total train fit in the 21' long Treewiler main while an east bound grain train met it on the siding.

Note: The Crystal Cove and Cascade Railroad is housed in a 60' x 26' basement, with the layout taking up all but 20' x 14' which will be a sitting area with a couch, TV, VCR, Drafting table and dispatchers panel.

BUSINESS TRIP TO DENVER VIA AMTRAK By Gary Merkl

The nature of the computer industry is: What you buy today is obsolete tomorrow. This is a fact of life in the computer aid drafting business. Being the CAD manager for Uihlein Electric and keeping up with all the new releases in the CAD industry is a day to day event. Soon after AutoCad came out with Release II, my third party software company, Select Design, came out with their upgrade. Select put so much power and customizing into their release that it was almost a necessity to have an updated training session.

I pushed for the class and got to go to Denver. My employer was going to fly me out with two days in a hotel and rented car. I persuaded him to save the money by suggesting taking Amtrak. He agreed and I got a round trip ticket for \$254.

Pat dropped me off at the station at 11:45 am Thursday, May 7th for Train 336 Milwaukee to Chicago. Before we even boarded, a Soo freight went thru the station south bound. The 336 was a typical commuter with a F40PH on the south end with three commuter cars-- the last one with a motorman cab for the control on the runs up to Milwaukee. Like everything in America, one car for the smokers and two for the non-smokers. The commuter left on the time--12:35 and I was off and running, ready to count trains along the way.

We caught up to the south bound Soo freight between Milwaukee and Sturtevant. The rest of the way to Chicago, we met the 335 commuter north bound and surprisingly a north bound Soo freight. We pulled into Chicago at 2:07.

For any of you that have not been to Chicago's Union Station recently, let explain. The station has been completely remodeled at the track side waiting area. Ask Jan and Lynn how we sat on the concrete floor next to a dingy gray column waiting for the last leg of our Seattle trip several years ago. Well, they have built large comfortable waiting areas now for coach passengers. This is separated from the platforms with wide open boarding areas at the gate area. A continuous floor to ceiling glass wall separates the boarding area from the platform area. The first class sleeper passengers have a plush lounge with free beverage and snack service.

The one one-half hour wait for Amtrak train #5 was quick and TV monitors everywhere kept you posted on the exact status of your train. "All Aboard" train #5, the California Zephyr is still made up of Train

#5(California Zephyr to San Francisco), Train #25(The Pioneer to Seattle) and Train # 35(The Desert Wind To LA). The only difference today is the Pioneer is split up at Denver in lieu of Salt Lake and runs on up to Cheyenne and across Wyoming to Ogden via the UP. The train is set up from front to back: baggage and freight plus dorm car, the Desert Wind sleeper, coach and the lounge car. The next set would be the California Zephyr with the dinner car, two coaches and a sleeper. The last section would be the Pioneer and Denver bound passengers, one sleeper and a coach. Yes, rail runs, it was a long walk to the lounge car.

We pulled out on time and I waited impatiently for the conductor to tag my seat so I could get to the lounge car.

BN three track main line to Aurora is just what we modelers say of the modular layouts, with three main tracks--"A three-track racetrack," but this is the big boys. From BN's Cicero yard to Aurora is the train hot spot of Chicago.

Besides daily commuter and Amtrak trains almost all of BN's trains run this section of track. At the Aurora wye, the north leg heads for Savana, then up to Northtown in Minnesota/St.Paul and west to Seattle. The south leg will see west bound to Lincoln, Alliance and Denver as well as south bound thru Galesburg to Kansas City, St. Louis and Texas.

I no sooner settled into the lounge car and we went past the Cicero yard before we hit the first stop at Naperville and Aurora, we met our sister train Amtrak #6 as it neared the end of its run and two DBX stack east, one commuter east and one freight east. Not bad-ten trains in 32 miles.

At Aurora commuter coach yard, about six commuter sets and only one E-unit, for the most part the commuter fleet are the metra blue color with a mix of F40PH and two different comuter engines. It won't be long and no more E-units.

At Aurora, you are on four tracks--two go south and two head west. This stretch had a 50-60 mph. Track speeds and Amtrak had priority over all else. With the track plan no matter which leg of the wye you go to or come from, it is virtually no stopping into or out of the Aurora to Union Station section of track.

The dispatcher sent us from track 2 to track 1 at 50mph. Try that standing between cars holding a coffee. The ride from Aurora to Galesburg, we met three east bound freight, one east boundk double stack and we passed one west bound freight. Between Galesburg and Lincoln we met

an east bound coal train and one east bound freight as Amtrak slipped into darkness at Lincoln. Amtrak takes the secondary main line to Denver and stays off of BN's central coal corridor. From Lincoln to Alliance, this line sees less freight traffic.

The next day, I headed for the lounge car for the rest of the trip to Denver. I stopped at the diner and talked with the conductor for a half an hour. He filled me in on a few things: main track speed, 79 mph, Amtrak's fleet is getting old, the F40PH fail more and more each year. Amtrak puts big bucks into static renovation and not into equipment. The new B39-8 series engine are on the east coast and still not in force west of Chicago, more engines are added to trains in hopes of keeping the trains on schedule. This particular conductor was from the Rio Grand railroad, stationed in Denver. He would take the train east to Lincoln, west to Salt Lake City or the Pioneer as far as Ogden. Not bad, good variety.

At Bush, Colorado the BN southern coal corridor from Alliance joins the track to Denver. Between Bush and Denver we picked up two east bound mountain coal, and a passenger, one west bound load. We also passed one west bound freight.

Along the way, the engineer picked up a drop in air pressure so he stopped the train and after 10 minutes we are back in action. The conductor said later that some debris hit the air hose between the last engine and the first car and lifted the hose enough to part the air hose and drop air pressure.

The train backed into the station where two cars were waiting for the Pioneer that would make it a four car train today. I was picked up at the station by Keith Hollman of Select Design and had by training class at his office. He then took me back to the station for the 9:00pm train #6 East.

I asked the guard at the station if either of the modular layouts were open. The HO gauge layout was open and so I went downstairs to see it. The club was going to have an operating session at 7:45. One of the members gave me a one on one tour and told about the layout. The control for the layout was CTC 16. This system had some draw-backs--if the track or genine wheel sets had any dirt, the trains were real jerky running. I watched about 20 minutes of the first session then headed up for the train, but there was no train in the station. I headed out to the platform by the old Milwaukee Road private car to see both Amtrak trains sitting on

tracks under the bridge by the BN shop. The California Zephyr was on time but had to wait 45 minutes out there for the Pioneer which was two hours late. You guessed it, engine failure that morning in Utah. I watched the make up procedure and then boarded the train for the trip home.

As we pulled away from the station, and thru the BN yard and into the night I counted two west bound freights and we passed one east bound freight. During the night, I managed to catch one freight and Amtrak #5.

At daybreak, west of Lincoln to Omaha, two west bound and one east freight and one west double stack. Just outside of Princeton, we passed a freight as it was heading east north of the track. We were east on the south track. Two blocks later we met a west bound freight on the north track. All these trains were moving. They must of had one heck of a close meet for those two freights.

From Aurora to the station we saw one freight west, Amtrak #5 west one commuter west with an E-unit, a double stack from Savannah and train merged on the wye together both non-stop. We passed one freight and a commuter.

At the west end of Cicero yard a group of Conrail engines and NS engines waited for interchange traffic. As we set up to back into the station, off in the distance at the commuter hold area sat about eight E-units. Disposition unknown.

I had a bout a 10 minute to catch the next commuter to Milwaukee. On that leg we saw one Soo freight north, two Soo freights south and one commuter south.

Fifty-five hours, four trains one computer training session, 27 trains out and 29 trains on the way back. NOT BAD. "Relax, take the train".

New Member Profile:

My name is Steve Manske and I got started in model railroading at the age of twelve, All railroads interested me, and still do. It doesn't matter if it is a model or the real thing. I have an interest in modeling the Wisconsin Central and Soo Line mostly, but also I have an interest in the Chicago North Western, Fox River Valley, and the Green Bay and Western. I enjoy looking for and taking pictures of cars and engines to model. When I'm not running trains, modeling or railfanning, I am hunting in the fall and fishing in the winter and summer. When I am not doing the above, I enjoy going out and having a good time.

A U T U M N R A I L F E S T

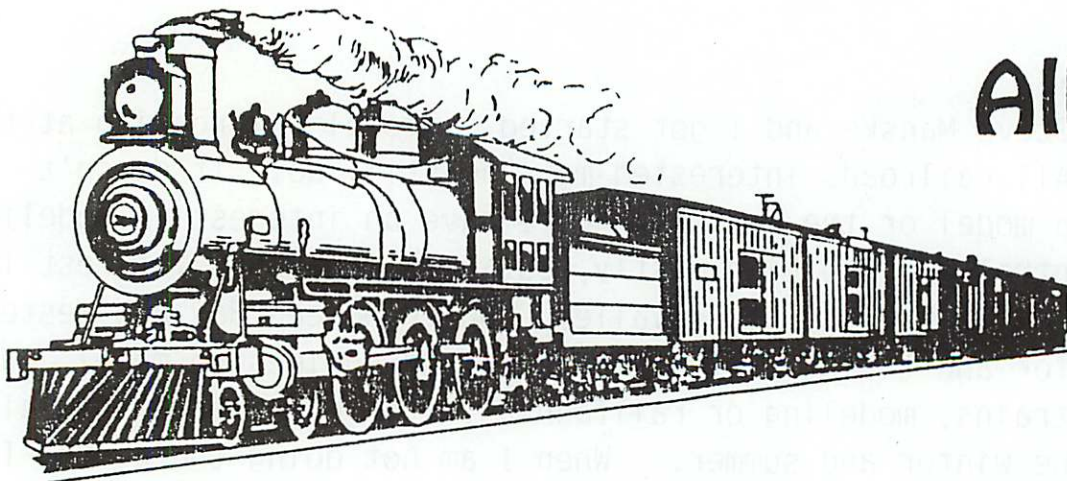
OCTOBER 17, 1992

Plymouth, Wisconsin

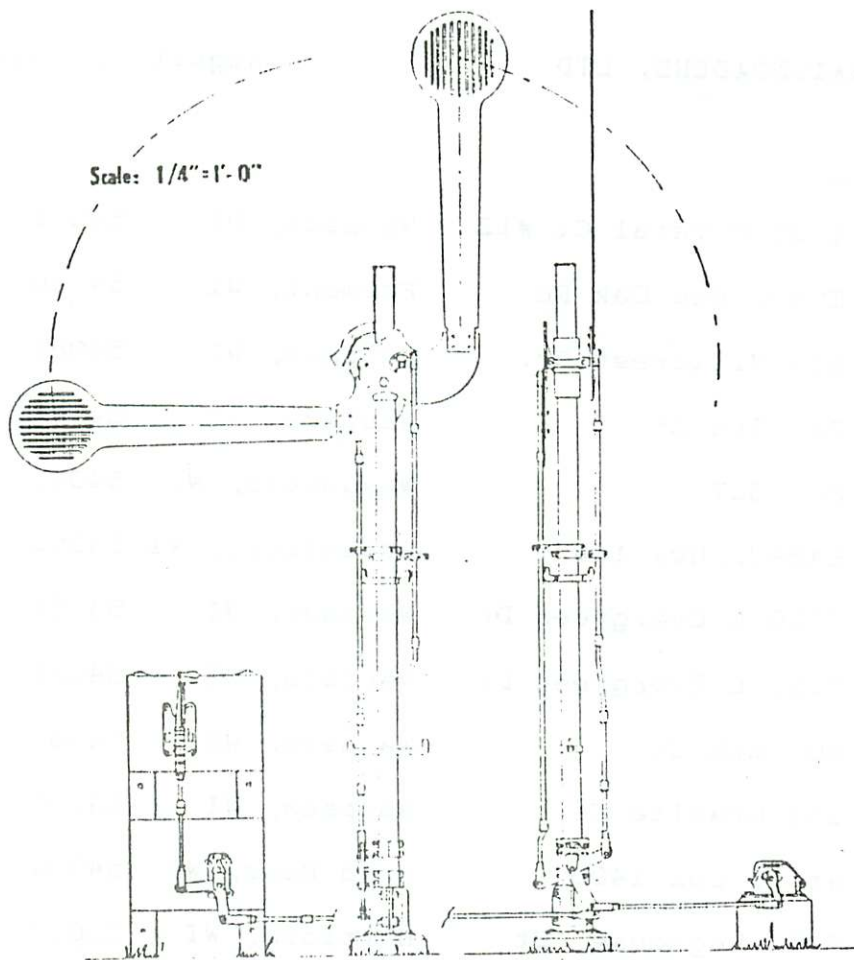
How would you like to ride a passenger train on the old Milwaukee Road trackage from Milwaukee to Plymouth, or Plymouth to Hilbert Jct., Wisconsin and return? On October 17, 1992, you will have that opportunity, as Great Lakes Western, the Wisconsin Central Railroad and WTMJ Radio station from Milwaukee team up to offer this excursion. The train will consist of 12 to 14 passenger cars with WC diesels for power. There is limited seating and tickets will be selling extremely fast. Act now if you desire to ride this train! Coach seats are \$34.50. 1st class and youth rates are available upon request. Call 1-414-892-6228 for information and reservations. For current updates and railfan information you can call Jerry Thompson at 1-414-892-6921.

This is the first time in over 30 years a public passenger train has transversed these tracks; since the Copper Country Limited was removed. The City of Plymouth is going all out to welcome the train and passengers to their community. Passengers will have approximately four (4) hours to tour local Historical sites, a stain glass factory and other points of local interest. Bus transportation will be provided, along with the local band and a merchants festival. Local food favorites will be served.

The Plymouth Model Railroad Club will be deeply involved with this project, along with operating a brat and hamburger stand. (Purchase your food from OUR stand!) A portion of all ticket sales will be rebated to our Plymouth Historical Society, which is going to use the funds to help restore the Milwaukee Road Depot. The Wisconsin Central Railroad is in the process of donating the Depot to this Historical Society; and they have in turn promised the baggage room area will become the permanent home for our Model Railroad Club! Please support us by riding this excursion. We welcome your interest and promise a fun filled day!

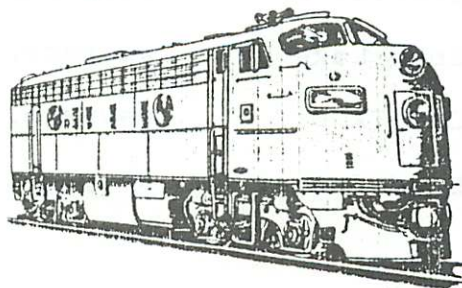


All Aboard!



This Smashboard stood just north of the two Depots in Plymouth, Wisconsin for many years. It was unique and as far as we know the only one of its kind in the country. It guarded the C&NW and Milwaukee Road diamond as the two parallel main lines crossed right in town. There is an interesting article in the July, 1960 issue of the Model Railroader magazine.

The smashboard has been removed by the Plymouth Model Railroad Club so as to save it from the scrap pile, with the cooperation of the Wisconsin Central Railroad. It will be restored and displayed out side the Club's headquarters.



WAUPACA AREA MODEL RAILROADERS, LTD
Waupaca, Wisconsin

August 1, 1992 WAUPACA

Club Roster _____

Colrue, Jerome	Waupaca, WI	54981
Draper, Lynn	Fremont, WI	54940
Flemal, William	Waupaca, WI	54981
Forseth, Bruce	Waupaca, WI	54981
Frederick, Brady	Weyauwega, WI	54983
Fritz, Dan	Ogdensburg, WI	54962
Hildebrandt, Larry	Waupaca, WI	54981
Hildebrandt, Roger	Waupaca, WI	54981
Holicek, Paul	Waupaca, WI	54981
Kirk, Michael	Waupaca, WI	54981
Manske, Steven	Wild Rose, WI	54984
Merkel, Gary	Hartford, WI	53027
Mishkar, Larry	Iola, WI	54945
Onan, Peter	Amherst, WI	54406
Sauve, Dean	Amherst, WI	54406
Sauve, Gordon	Amherst, WI	54406
Larry Schulke	Waupaca, WI	54981
Tom Schulke	Waupaca, WI	54981
Thompson, Jerry	Plymouth, WI	53073
Trierweiler, Jan	Waupaca, WI	54981
Walker, Richard	Waupaca, WI	54981
Weihler, Fred	Waupaca, WI	54981
Wilde, Willard	Waupaca, WI	54981