

Chatter from - The Crummy

Official newsletter of the
Waupaca Area Model Railroaders



Spring/Summer 2006

Special Event and Website Enhancement Edition

Much has happened, and much has gone on since the last Crummy, especially as it relates to re-instituting the website and a new special summer event to help us relax after the Old Car Show.

Elsewhere in the Crummy you will find an announcement about a special Thursday evening session - *Dave Johnson's Cruise/Rail Tour* the Thursday after the Old Car Show. Members and significant others are invited, but we must RSVP to make sure that Dave has enough "martini barges" for all of us to go at once.

Thanks to Webmaster and member Dean Cariveau we have the most interactive and interesting website the club has ever had.

- The "*Calendar of Events*" can be kept up to date. If you have a question as to where we are on Thursday night, or what special event is happening just log in to www.warmrtd.com. Persons without a login and password can only see that there is an event, but not what or where it is.
- The *Roster* is now part of the website. It also has a printable version if you want to have a hard copy. Just click on "printable version" in the heading. Included in the roster is your user name.
- Your own "*Interactive Webpage*" for those members who have layouts, 12'=1' equipment, or railroad related models that they wish to display on the website. The key is that it must pertain to your activities in model, or full sized, railroading. Instructions on how to build and maintain your page are a separate pull-out in this issue of "The Crummy."

Other articles give details about the Larry Hildebrandt Memorial Scholarship Fund, WAMR Golf Outing, Presidential Wit, Strawberry Fest, The Old Car Show, and an update on activities on the EH & AC.

Modeling Tip

Need storage containers? Try the sandwich bag department at your local supermarket. You'll find an assortment of plastic containers with lids. I prefer the ones with the clear lids.

Larry Hildebrandt Memorial Scholarship

Again this year our club will be sponsoring a scholarship for a graduating senior from the Waupaca High School. As in the past, if you wish to make an additional contribution to increase the value of the scholarship please get your donation to Arpad by May 1.

Presidential Wit

Arpad told Sue he did not think it was a good idea to mess with Mother Nature. Sue said he should shovel the snow off the sidewalk anyway!

The undertaker told Steve he could have his ex-wife cremated but she had to be dead first.

Dave Johnson's Cruise/Rail Tour

A Special Thursday Session – July 13, 2006

Dave Johnson, the only member of the club with trains bigger than Gordy, has invited members and their significant others to his home on the "Chain-of-Lakes" for a special evening. That evening Dave has invited us to see his "G" gauge layout, take a scenic pontoon boat cruise, and refreshments.

Dave's layout is located above his garage and includes a working circus, multi-level operations, a working water fountain in the town square, and more. Have you ever seen a "G" scale GG1? How about a working alpine ski gondola ride? And don't forget the fire pail with the round bottom and the dish collection. .

To make sure Captain Dave, assisted by Captain Pat Lyons and other gracious hosts, have enough pontoon boats so we can cruise together ...STARTING AT 6 PM...we are asking for RSVPs. Dave does not make desserts so has asked us to bring a dessert to pass. You can RSVP to Dave at (715) 258-8741. Address is in the roster.

W-h-a-m-m- 'e-r Time Again?! – August 6, 2006

It's time to park the trains and play cow pasture pool at the WAMR Golf Outing on
Sunday, August 6, Starting at 1 PM

Mark your calendars and plan to make it to this year's "WAMR" Waupaca Area Model Railroader's annual golf outing. Even if you haven't golfed since last year's outing, have never golfed before, or never held (or owned) a club or ball, come and enjoy this annual good time. It's a family event, so bring the junior engineers, conductors, husband, wife, boyfriend, or girlfriend and enjoy. We have extra tees, balls, clubs, including a few for lefties, and a couple of extra bags and carts. Keeping score is your option.

There have been no changes since last year, so you shouldn't get lost unless you insist on playing in the tall grass, the woods or the Onan's hay field next door.

As in the past, meat, buns and drinks will be provided. Please bring a dish to pass. To keep us from having all main dishes or desserts, please call Diane or Gordy 824-3233 at home, 824-2502 at the office)...and let us know what you are bringing...we'll keep a "running" menu. Please let us know as soon as possible, but hopefully no later than July 30, so we have enough meat and O'Douls. It would be helpful if everyone brought lawn chairs for themselves.

I imagine Roger and Arpad will sneak another meeting in again this year.

Diane & I hope to see you all there.

News from the EH & AC

On June 30th 2005 the owner and CEO of the Badger Central Railroad, Larry Hildbrandt passed away. Larry may have passed on into the history books, but his memories and the Badger Central RR will be with us a little longer. The EH & AC has acquired the line for an undisclosed amount from the estate. The Badger Central was mostly a freight line and, the EH & AC being mostly an ore line was in need of a more diverse means of income. When industries on the EH & AC called for empties the pecking order was EH & AC cars first, then GB & W and Soo. With the buyout of the BC, the EH & AC has doubled the size of its car fleet. BC cars are already showing up at such places as Badger Paper Mills and Foley Sand Pit. Two BC cabooses are also now on the property. The BC had an occasional ore run through to EH & AC ore dock in Green Bay that is expected to continue for now. It has been reported that two of the BC red and white GP 30s are also headed to EH & AC Land as soon as they get some electrical updates. The EH & AC has been running a little short on the need for engines and the two GP 30s are expected to replace some now leased GFRR engines. The 30s will be the largest engines in the EH & AC stables to date. The BC buyout included its other holdings such as the BC Petroleum Group that included petroleum dealerships in Wisconsin and the Upper Peninsula, a number of tank cars, and storage tanks in Green Bay. The BC also held the mortgage on the feed mill in Cobtown and a heavy equipment dealership in the town of Evets, Wisconsin. The dealership has since been closed and all the equipment sold at auction.

Waupaca Area Model Railroaders Portable Layout

What began as a six-foot long demonstration model for a clinic on how to build and scenic a model train layout has grown since its construction in the late 1980s to a 22' x 52' portable train layout. Revolutionary for its time was the fact that the layout is the property of the club, rather than individual members. With individual club members owning modules, members were free to scenic their modules in whatever fashion they chose as long as the three tracks on the module met the National Model Railroad Association (NMRA) standards for distance from the front of the module and spacing between the tracks.

This departure allowed our club to take a thematic approach and build a layout with continuity of scenery and depicting railroading between Waupaca and Wausau with stops at Sheridan, Amherst, Stevens Point, Junction City, Weston and Waupaca. This Digitrax (digital command control) controlled layout has grown from 8 to 24 modules, mounted or loaded on six steel multi-level wheeled racks that allow the club to set-up or pack-up in approximately one hour. What started as a layout that could be transported in three pick-up trucks has also outgrown two trailers and now is transported in a 22' double axle trailer.

The layout has been displayed at various shows and national and regional conventions in Denver, CO; Milbank SD, Marinette/ Menomonie, MI; Winona, MN; and throughout the state of Wisconsin (Madison, Milwaukee, Green Bay, Wausau, La Crosse, Eau Claire, Waupaca, Stevens Point, Plymouth, Fond du lac, Appleton).

Voting at the La Crosse show gave us the top prize. We were voted the best layout among our peers. A great honor! A big round of applause and appreciation needs to go to our Vice President, Pete, who rode foreman on the project. Great work Pete!

What you are currently looking at is the result of a nine-month refurbishing. Statistically our layout has 9.4 scale miles of track (515.5').

	Scale miles	Feet
• Mainline	3.73	226.5
• Main yard	1.6	97.5
• Engine facility	0.4	24.5
• Stevens Point Siding/ Miscellaneous sidings	0.527	32
• Wausau peninsula	2.75	167
• Switches	70	
• Trees	2,228	
• Telephone poles	145	
• People	160	
• Animals	106	
• Bridges	11	
• Trestles	2	
• Vehicles/Boats/Wagons	87	
• Structures	86	

A hand-out is being designed and printed hi-lighting the above information and providing a guided tour of items of interest around the layout. It should be available at the Green Bay show.

...more Presidential Wit

Andrew said that when I die he was not going to remove my layout and sell my stuff like I did with my dad's stuff. He was just going to move into the house. I told him not to be in a big hurry.

While at Wednesday morning breakfast John was telling everyone that when he and Rose went to supper the other night the special was beef tongue. He said he refused to eat anything that came out of something's mouth. With that said, he ordered two eggs. DA!

Recently a club member whose initials are Mary Eiden tried to pass off week old cookies as fresh at my Thursday night operating session. Shame-shame. The way to a man's heart is said to be through his stomach. This is not going to look good on Mary's On-line Dating Service resume!

Jan wants everyone that has keys to Arpad's railroad room to turn them in to him. He'll replace the lock and issue keys to everyone except Arpad. Arpad will not be allowed into his own railroad room without proper supervision. This may help prevent cordless drill reverse action. Sounds like the fox guarding the hen house. Who's going to watch the fox? Bob?

WAMR website has become Interactive and Informative

Thanks to the work of our Webmaster/member, Dean Carriveau, has done to our website www.wamrltd.com it has a lot more added and informative new functions. New features include:

- ***Calendar of Events.*** The ability to keep a current and updated calendar. You can now check on the location of Thursday work sessions, show dates, special events and regional and divisional meets by logging in. In addition to Dean being able to make changes to keep the calendar current, Arpad and Gordy can also update the calendar. If you have any changes to make to your work sessions, or to add an event, or correction let one of those three know.
- ***The Club Roster*** is now part of the website and is also printable. When you "SIGN IN" and go to the "MENU" you will be able to pull up the roster and find current information on all members and print a hard copy if you want one. This information can only be seen by current members with logins and passwords. Changes can be made by Dean, Arpad and Gordy. If you have a change or correction, let one of them know.
- ***You can now have Your Own Webpage*** to display your layout to the world. What is unique is that each member can personally maintain and change their own page. Each member's individual pages can have a title, description of your layout, and up to 10 pictures and captions. You can do the following: Enter the title, the long description, the pictures and the captions for the pictures. You can now put your pictures in a sequence that will tell a story...depending on how you title your pictures.

Instructions on how to build and maintain your Webpage are in the "pull-out" section of this newsletter. There are also instructions on how to size your pictures using the Pictures program in Windows XP. If you are not on the net or don't have a digital camera I am sure another member would be happy to help you get your show on the net.

Thanks for the great work Dean.

Down by the Shoofly by Dennis Cook

Strawberry Fest and the Old Car Show around the corner so there has been a lot of activity here at the Shoofly. Vendor & Operator mailings have been sent. If any of you are planning on visiting vendors and could deliver flyers let me know. I will get you some. New this year at Strawberry Fest will be the Model Contest; ask Eugene or myself for details. Eugene has done a lot of work for this and I feel it will become a great program for us. We have been working with local 4-H and other groups to get the word out. Our club has many incredible modelers who can have items in this arena. Strawberry Fest is set for June 17 and 18 with setup starting at 6PM on Friday, June 16th.

The Old Car Show auction is a two-day event, Friday and Saturday, July 6 & 7. We are in need of additional help as 3 key members who will not be there. Talk to your friends and let me know by May 15th. On Wednesday, April 26 at 6PM there will be an organizational meeting at the Activity Center in Iola. I will be attending, you are welcome to join me. Other important dates are the work days & nights before the Show (June 19, 26, & 29). This is a great way for our club to get some additional hours. I will be at most of these in the evening but if you show up to work keep track of your hours. Gene and Mary at the Activity Center will give you jobs to do.

The Shoofly Gang is preparing for work at Arpad's in hopes of not being needed but we will be ready. They have been busy clearing mountain rock at Gordy's and Lynn's. I hear that the Electricians are talking about unionizing. We can stop that talk: they will work for crunchy Cheetos and sausage or so I am told.

Managing your WAMR Ltd Webpage (Rev 4/12/06)

(Special Pull-out Section)

There are three elements to everyone's personal web page.

1. The title and verbal description
2. The pictures
3. The picture captions.

You can change any part of your webpage as often as you want. All you need is your login name and your password. When you log in for the first time your login name and password are the same. When you log in that first time you can change your password to something that is significant to you and that you alone will remember.

Each member who is showcasing their layout has the ability to put a maximum of ten pictures and captions on their page. To manage the pictures and picture descriptions you need to create a picture file. There are a number of methods of keeping your pictures, the one I have is part of Microsoft Office. There is also Adobe, and one that Dean Cariveau says is a good freeware program. It is called picasa. You can download a free copy of the program at <http://picasa.google.com>. You can use it to maintain your picture file and to size pictures for the website. The one I used, and outline below, is the MicroSoft XP Picture program and edits pictures through the Paint module.

PAGE TITLE AND LONG DESCRIPTION:

1. When you are logged in to your page, follow the instructions for the short description (title).
2. The long description (story of your layout can be just straight typed, but if you want to make it fancy you need to use the HTML rules. Dean has outlined them as follows:

The long description can be straight typing. HTML allows you to format your page depending on the 'tags' you use. The easiest way to build your long description with the HTML tags is to use an HTML WYSIWYG (what you see is what you get) editor. He created a 'downloads' link on the menu page. After you logged in, if you click on this link it will give you a list of items (currently only 2 items) you can download from the site. One of the items is Picasa (a picture organizer and sizer), the other item is NVU (pronounced new view). NVU is a free easy to use WYSIWYG HTML editor.

To download this free editor log in.

1. When you log in you will see six options. Go to the download option Click on the downloads option.
2. Click on the 'Made With NVU' image
3. A dialog box will pop-up --> click 'Save'
4. Tell it where to save the file (you need to remember this location)
5. The file will be downloaded (took me about 5 minutes with a broadband connection, times may vary depending on the server load)
6. Go to the location you saved the file and double click it to install the software
7. The software s/b installed

Using the software is almost like using a Word editor. After you have your description looking like you want it to, do the following to update your long description on the WAMR LTD website:

1. Start up the Nvu Application
2. Create your long description (DO NOT INSERT PICTURES INTO YOUR LONG DESCRIPTION)
3. After you are satisfied with how your long description looks click on the 'Source' button near the bottom left corner of the page
4. Highlight and copy everything between the <body> tag and the </body> tag. Do not highlight and copy the <body> tags themselves. (note: hold down 'ctrl c' to copy all the highlighted text)
5. Go to the WAMR LTD file manager page and click on the 'Add long description...'
6. Highlight all the code in the text box then hold down 'ctrl v' to paste the new code you just copied from Nvu.
7. Click submit.
8. Your new long HTML formatted description s/b saved. Look at the preview to make sure it looks like you want it to.

PICTURES. Rules for the pictures are as follows:

1. Maximum size of each picture is 1024 KB or 1 MB
2. Pictures you want to upload should be copied and saved in a separate web picture file in your computer's picture files titled something like "WAMR web pix". You do this because you will have to shrink the copy of each picture so it fits into each picture's 1 MB allowance. If shrink your original you will destroy its detail and you will not be able to recover the detail through enlargement.
3. Individual pictures in that file should be titled with your username, number (1 through 10) and a .jpg suffix. For example: My user name is chessie. My pictures are titled chessie1.jpg, chessie2.jpg, etc. NOTE: USER NAMES AND PASSWORDS ARE CASE SENSITIVE.
4. An enhancement made 4/12/06 puts 1.jpg as picture 1, 2.jpg as picture 2, etc. That allows you to tell a sequential story.

CAPTIONS. Captions are added to the picture when you load the picture into the website.

LOADING YOUR WEBPAGE.

1. Go to www.wamrltd.com
2. Login using your user name and password. Once logged in -
3. Choose OPTIONS MENU
4. Choose FILE MANAGER
5. Click on the Browse box. Then navigate to the picture file you created above. When you have found the picture you want to load click OPEN. The picture address will appear in the box next to the browse button. If you want to add multiple pictures click on "Add another item" and another browse box will appear and you can repeat the process. You can browse until you have selected all the items you want to add and then select "submit" and the system will load all the pictures at one time. You can also do each item individually.
6. In your FILE MANAGER each picture will appear with its name (chessie1.jpg, etc) followed by the words delete and desc. If you want to delete an item, just click delete and it will delete the picture and caption. If you want to replace a picture after you have deleted an item, just follow the steps in 5.
7. TO ADD A CAPTION click on the desc next to the picture. When the picture appears scroll to the bottom of the screen and write your description. Once you are satisfied with the description just click submit. The description will then appear next to the picture number on your web page.

WINDOWS Instructions for managing/building your WAMR Webpage

When you have the picture on your screen you want to edit, do a right click on your mouse and select edit. DO NOT ATTEMPT TO LOOK AT THE PICTURE USING THE SLIDE BARS. IT WILL CREATE PROBLEMS.

1. Then select "Image", then "Stretch and Skew". On the "Stretch and Skew" table select the percentages you want to reduce the picture. At that point save the picture and close it. When you re-open the file and place the mouse over the picture it will give you the MB of the picture. In my program (Windows XP) I usually have to select 40% on each (vertical and horizontal) to get close to 1 MB. At that size the picture will fit my screen without slide bars. If you click on the symbol in the lower right hand corner the picture will enlarge, the slide bars will appear and you can view the enlarged picture by sliding the bars. Click on the symbol and the picture will return to normal.
2. If you are unhappy with the size of the picture you have two options:
 - a. You can delete the picture and start over, or
 - b. You can adjust the picture to get to the 1 MB size by again selecting "Image" and then "Stretch and Skew". Realize that in "Stretch and Skew" by selecting a horizontal and vertical percentage you will be adjusting the length and height proportions and can actually change the shape of the picture. To enlarge something you shrunk you go over 100% to something like 105%, 110%, etc. It is important to realize that the second and subsequent "Stretches and Skews" are percentages of the last picture size you saved...NOT THE ORIGINAL picture.

**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
June 2006 through December 2006**

May 2006

4 Gordy
11 Arpad
18 Mike & Mary Work Session
25 Roger – Operating

September
7 Gordy
14 Arpad
21 Lynn
28

June 2006

1 Gordy
8 Arpad
15 Lynn (1/2 session)/ ?
22 Mike/Mary Operating Session
29 Iola Work Session

October
5
12
19 Roger Operating Session
26

July

6 Iola Car Show
13 Dave Johnson (Cruise/Rail Tour)
20 Roger Operating Session
27 Gordy

November
2
9 Pat Operating Session
16
23 Thanksgiving
30

August

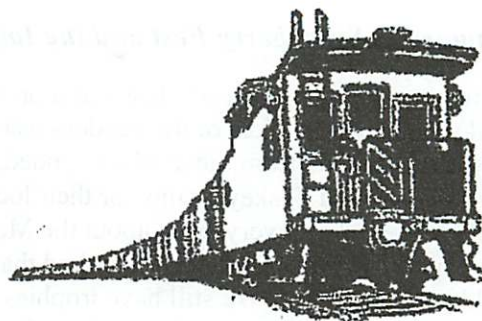
3 Gordy
10 Arpad
17 Lynn
24 John Operating Session
31 ?

December
7
14
21
28

SHOW SCHEDULE

April 29 & 30	Green Bay Train Show (Layout displayed)
June 17 & 18	Strawberry Fest
July 7, 8 & 9	Iola Old Car Show
July 13	Railroad & Cruise at Dave Johnson
August 6 (Sunday)	Golf Outing (Diane & Gordy's)
September 9 @ 10	Marinette Train Show (Layout Displayed)
October 21 & 22	Marshfield Show/Division Meet (Layout Displayed)
November 11 & 12	Trainfest – Milwaukee
November 18 & 19	Duluth Museum Show (Layout Displayed)
January	Stevens Point Mall Show
January	Christmas Party
February	Madison Train Show
March	LaCrosse Train Show (Layout displayed?)
July 3-10, 2010	NMRA Convention (Layout tours & Layout displayed?)

The Crummy
Official Newsletter of the
Waupaca Area Model Railroaders
Waupaca Wisconsin



Fall Edition

August 2006

President's Award

Off and on for sometime now I have deemed it necessary to single out an individual or group of individuals to receive the President's Award. Because of their leadership, dedication, and all around effort to make the club a success those past recipients were well deserving, as is this year's recipient, Pete Ugorek.

For nearly 15 years the club has gone to the LaCrosse Train Show and tried to win one of the awards for the best layout. It finally became a reality this year. I believe no one was more responsible for bringing out the best in us than Pete.

The person giving the award said never before had a club received a unanimous vote, (say for one—ours). He said, "Yu guys and gals really kicked ass." Someone needs to talk to Arpad about why he didn't vote for his own club.

Thanks Pete, not just for the "Club's Choice Award", but for your leadership, dedication, and effort to make the WAMR club a success.

Roger

Roger Hildebrandt
President

Larry Hildebrandt Memorial Scholarship Award and Update

The 2006 Award went to Jennifer Withowski. Jennifer will be going to the University of Wisconsin – Whitewater this fall.

2004 Scholarship Recipient Brandon Hildebrandt Update

Brandon has completed one year of a two year course in electrical mechanics. He has also completed one half year in hydro pneumatics. With money running a little low he has hired on to the BNSF's steel gang in Alliance, Nebraska. They call him Mr Railroad because he seems to know so much about railroading. "DA" (The "DA" is compliments of none-other-than his proud grandfather.)

Summary of Strawberry Fest and the Iola Old Car Show by Dennis Cook

Strawberry Fest. This year's fest was a pretty darn great show. We make the most ever on table rental with \$900.00. Most of the vendors were very pleased and will be back next year. I received many complements from those who attended. The raffle brought in \$264.00. We owe thanks to Engine House and Teskey Trains for their locomotive donations, as those two buckets had many tickets in them. I feel very good about the Model Contest, it brought in \$73.00 but the response was very positive and many people asked that we do it again. Several people told me that they would enter next year. We still have trophies we can use next and will need to buy a few more. With more work and getting the word out I feel this can be quite successful for us. A round of thanks needs to go to Eugene for all his hard work with the contest. Overall the table rental, Raffle, Model Contest and Donations brought in \$963.00 after expenses. All in all I am very satisfied with this year.

Suggestions for 2007

- We will need to find some new vendors. Bonnie and Wally and I believe Tim Fehring will not be there. We had many tables for club members this year and will be need to be that big next year. I will be talking to vendors at other show but if you have any ideas let me know.
- We only made \$1.00 in donations this year and we made \$20.00 last year. Not that this is an important item; I do feel that the general public wants to help out. Last year the jar was out front and this year it was in the gym.
- We need to get the word out on the Model Contest. We have the space for it and after talking with many people I feel we can make this quite successful for our group. Eugene and I want to give it a three year chance and with the club's help we can make this fly.
- I cannot be at the show next year as my God Son is getting married that weekend. I will do all the work I have been doing up to the show and will put the rest in the hands of the club. I have asked Eugene to be the go to person with set up. To say the least I am not worried

The Old Car Show. I had a blast this year. But I must say that Stan does deserve some form of torture with his least than zero skills of management. He was so wowed by the location and setup that it impaired his decision making. I had a long talk with him on Sunday of the show and first I must say that he was very pleased with our work. He realized his short comings but also admits to flying by the seat of his pants. As far as hours go, our club had 495.5 hours and at \$5.50 an hour, we made \$2725.25. WOW and thank all of you for the help.

I am not sure what next year will bring for us at the Old Car Show. There is good chance of change. Stan and ICA have one more year on their contract. The Old Car show wants us no matter what happens. I am meeting with them next week and will let you know what transpires.

More Presidential Nonsense

Dennis wants Gordy to invest in his new radio station for the hearing impaired. Like Readers' Digest books with larger print for the sight impaired Dennis thinks that musicians can sing from sheet music with bigger notes.

Pat wants to make and sell the sheet music to Dennis!

To supplement their cast resin building business Randy & Dayna are going to produce a series of tapes with background sounds. The first will be the sound of barking dogs.

Lynn is going to respond with a tape of his own. Tell them x?xc-% dogs to be quiet!!!!

Committee Assignments

During the Semi-Annual Business Meeting held August 6, 2006 the following committees were formed to continue the club's activities.

Portable Layout

1. Construction
2. Scheduling
3. Rules

Chairman: Pete

Members: Jan, Eugene, Steve D, Mike E

Membership/Meetings (Internal Affairs)

1. Membership List
2. Meeting Schedule
3. Newsletter
4. Christmas Party

Chairman: Arpad

Members: Gordy, Mike K, Pat, Mary, Mike E

Special Projects/Instructional

1. Promotional Layout
2. Operating Sessions
3. Special Run Cars/Buildings
4. Field Trips
5. Clinic Nights

Chairlady: Dayna

Members: Randy, Lynn, John P, Mike K,

Fundraisers/Public Relations

1. Strawberry Fest Train Show
2. Iola Car Show
3. Promotional Brochure

Chairman: Dennis

Members: Pat, Roger, Eugene

Website

Chairman: Gordy

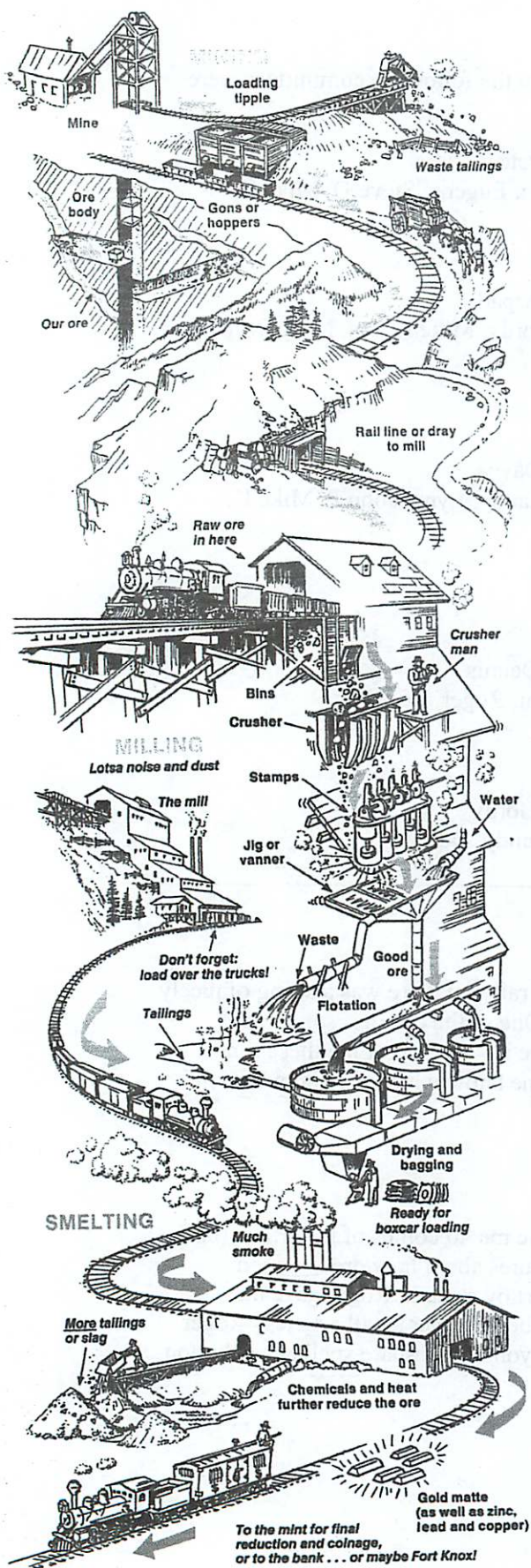
Members: Randy, Dean

Different by Roger Hildebrandt

On May 25, 2006 during an operating session on my EH&AC railroad there was a string of nicely done coal cars for Arpad's Great Freedom Railroad (GFRF). One of the cars has something different about it, making it a one of a kind car. Did you notice it? The next time these run should be on Arpad's layout...maybe. The first person to let me know which car and why will win the last Badger Central box car, modern style lettering.

Unusual Crummy by Gordy

This Crummy is unusual in that it was jointly put out: Jan gave me 40 copies of his article (back to back pages), Lynn gave me 40 copies of the article and pictures about how ore is mined (Reprinted from Model Railroader). Dennis gave me his report by e-mail. Roger gave me articles last time that we are using this time, along with a number of other small articles. Roger still hasn't found the spell check button on his legal pad. If anyone has a spare spell check button they can lend Roger, it would be greatly appreciated.



WHAT FOLLOWS is a generalized and highly simplified description of the processing of precious metal ores in the early 20th century. Gold and silver ore and those ores often found with them went through a three-stage process of concentration, milling, and smelting. This took them from deep underground to the bank vault.

CONCENTRATION

After a promising vein had been located, ore was extracted from the mine. Rough sorting of ore and obvious waste was done deep in the mine either by sight or by assay. Further upgrading by sorting was done at the surface, and both steps resulted in large quantities of waste that was dumped in piles nearby.

Sorted ore, which was destined for the mill, was generally stored in a hopper of some size at or near the mine until enough was on hand for shipment. Shipments reached the mill in one of three ways. If a railroad had been able to reach the mine site, ore was loaded directly into railcars and sent to the mill. More likely, however, a horse- or ox-drawn dray carried it from there to either the mill or a rail line that moved it.

MILLING

Mills may be considered custom or integrated. A custom mill drew raw ore from several mines, mines that because of capitalization, size, or worth could not afford to have their own mill. Ore was purchased from each mine on an individual shipment basis, with the price fixed as the result of an assay of each shipment. This assay was done by the mill, not the mine.

An integrated mill was one that processed the ore from one mine or complex of mines under the same ownership as the mill. Naturally some outside "custom" business would be accepted from time to time in slack periods.

Most mills took advantage of a hill or mountainside in construction and used the vertical drop to assist the movement of ore from one process level to the next.

Ore arriving at either type of mill was dumped into another hopper and a sample assayed. When there was enough of a charge to begin the processing, it was moved downward for the first crushing process. A "crusher man" with a sledge often assisted the ore in its initial travel by breaking larger chunks into smaller ones.

The first step for many years in mills was the Blake Jaw Crusher, where the ore was literally chewed by cast-iron jaws to kernel-like consistency. Later improvements included the cone and roll crushers.

Next came the California stamps, which pulverized the kernel-sized ore to a near dust consistency. The noise was deafening as the pistons went up and down in banks of five.

The pulverized ore went on to a jig or vanner. Vibration separated the lesser and lighter portion of the charge, and the careful introduction of streams of water carried it away. The heavier gold and silver and some other metals were left, and these drained into a receiver.

Following this rough concentration, the remaining ore was either subjected to a fine concentration using a Wilfley table or put directly into the flotation process. The complexity of most Colorado ores required that they undergo the Wilfley concentration prior to flotation.

Flotation further separated the good ore by the introduction of light oil, a small amount of acid, and a pinch of sodium cyanide. This caused the ore to froth to the top of the bath, flow over the side, and then be carried to a drying area where it would be readied for shipment to the smelter. From all levels of the concentration process came large amounts of the yellow, tan, and brown tailings that dot mining and mill areas.

SMELTING

Ore was next moved by rail or another means to the smelter. There a variety of steps reduced it to a matte. Chemicals were used as was heat to reduce the ore still more. Along the way, metals such as copper, zinc, and lead were recovered.

As anyone who's ever seen a smelter knows, large amounts of waste ("slag") resulted and were piled around the facility. Railroads, which transported a good deal of the product in its travels, used some of the slag as ballast and fill.

The final stage of refining was done by the United States Mint. From there the ore, now referred to as bullion, was locked away in vaults or prepared for coinage. ☼

THE BIG SWITCH

By Jan L. Trierweiler

Definition: PROTOTYPE MODELING-modeling a specific railroad at a specific location during a specific time frame to as close of standards as are possible given the modelers abilities, space and available resources.

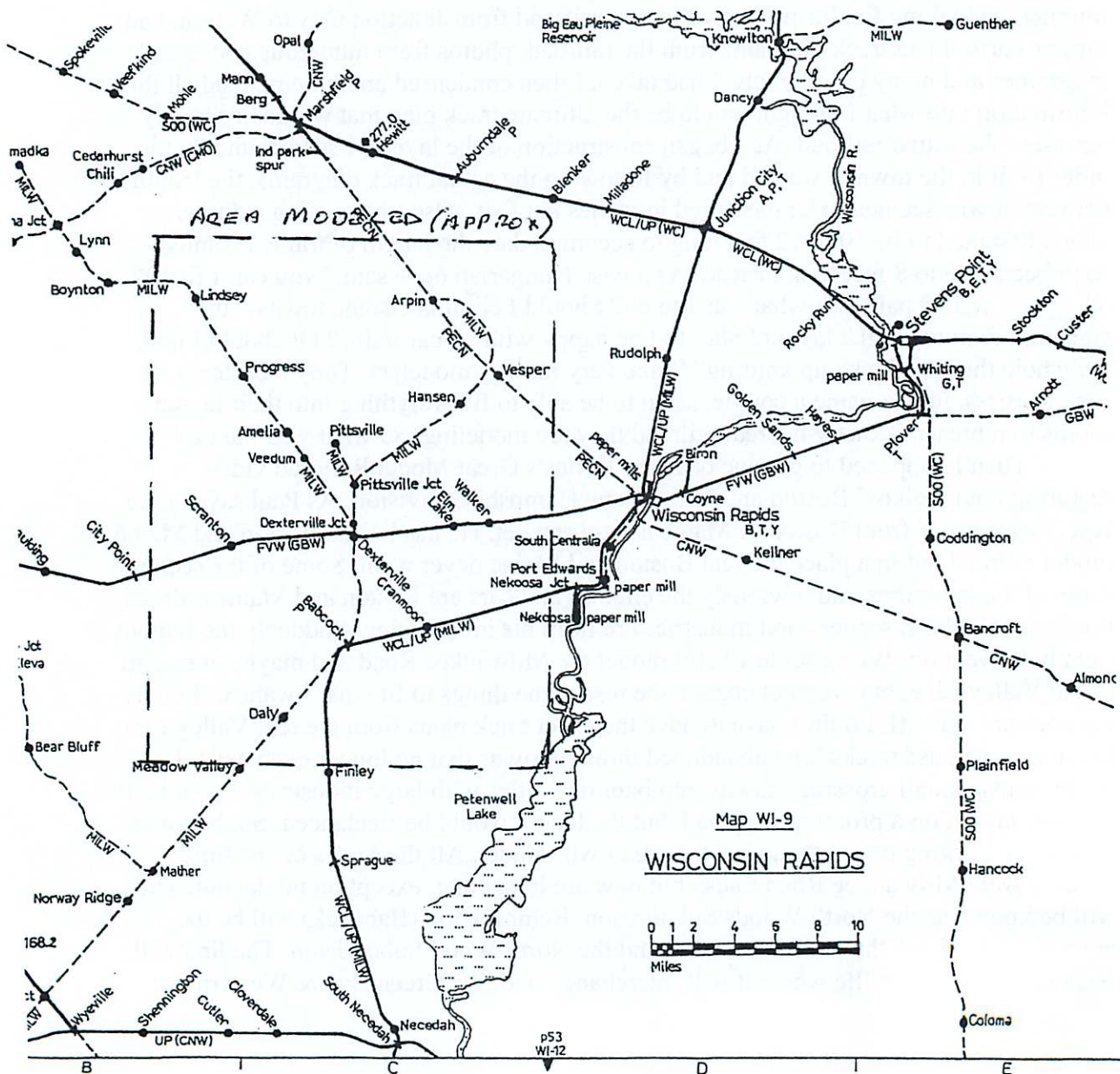
Definition: PROTOTYPE FREELANCE MODELING-modeling a specific railroad but changing the location, time frame and any other factors to suit the desires of the modeler.

Definition: FREELANCE MODELING-modeling a purely fictitious railroad, although the location and era could be actual.

As most of you know, for the past numerous years I have been researching and studying and researching and studying the Milwaukee Road's Valley Division for my ultimate layout. I spent countless hours reading books, studying maps, exploring the Internet, and taking field trips to my favorite railroad from Junction City to Wausau and further north. I had track diagrams from the railroad, photos from numerous books and magazines and many photographs I had taken. I then condensed and manipulated all this information into what I thought would be the ultimate track plan that would accurately represent the actual railroad. As I began construction of the layout, I soon found that in order to fit in the towns I wanted and by following the actual track diagrams, the length between towns seemed to be measured in inches not feet. Also, the passing sidings, which I wanted to be 10 to 12 feet long to accommodate the length of trains I wanted, soon became 6 to 8 feet long instead. As a wise Hungarian once said, "you can't fit 10# of ___ in a 5# pail". So what was I to do? Should I eliminate some towns—the signature features of the layout? Should I be happy with 12 car trains? Or should I junk the whole thing and take up knitting? Some very famous modelers, Tony Koester and Jack Burgess, just to name a couple, seem to be able to fit everything into their layout rooms to represent exactly the real railroad they are modeling. So what was I to do?

Then I happened to get one of Allen Keller's Great Model Railroad video featuring Paul Dolkos' Boston and Maine New Hampshire Division. As Paul says in the tape, this is as far from Boston or Maine as you can get. He has built a Boston and Maine model railroad but in a place the real Boston and Maine never went. Some of the scenes, some of the structures and obviously the engines and cars are Boston and Maine railroad, but the track plans, scenery and industries are from his imagination. Suddenly the famous light bulb went on. Why couldn't I still model the Milwaukee Road and maybe even part of the Valley Line, but why not change the rest of the things to fit what I wanted. Finally the pressure was off. I didn't have to have the exact track plans from the real Valley Line. I could instead use tracks long abandoned through towns that no longer even exist. I could change small crossroad towns into booming cities with large industries. I could still base my layout on a prototype railroad, but the layout would be freelanced. So, below is what I am working on—a "map" of the area I will model. All the routes at one time actually were Milwaukee Road tracks but now are long gone, except on my layout. This will be known as the North Woods Subdivision. Remmington (Babcock) will be the connection between the Valley Division and the North Wood Subdivision. The line will head north to Dexterville where it will interchange with the Green Bay & Western

and where an extensive paper mill complex will be located on the Yellow River. Heading northward, the line will split and Pittsville Junction to go northeast to Arpin, Vesper, and Pittsville and northwest to Vedum, Lindsey, Lynn, and eventually to Eau Claire. How much of this will be actually modeled will be determined by the available space and time. Remington and the Valley Division and Dexterville will be done for sure and hopefully a few other towns. Staging will represent the rest. So the pressure is off and I can relax and enjoy my new adventure—layout #57(or is it #58?). I am sure I will be asking for advise and help from all of you. Maybe I will even schedule a work session or two—want to help?



**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
August 2006 through January 2007**

August

3 Gordy
10 Arpad
17 Lynn
24 John Operating Session
31 Arpad

September

7 Gordy
14 Arpad
21 Lynn/Eugene (at Lynns)
23 *Randy/Dayna (Saturday Session)*
28 Roger Operating Session

October

5 Gordy
12 Arpad
19 Roger Operating Session
26 Arpad Operating Session

November

2 Lynn/Gordy
9 Pat Operating Session
16 Mall Pack-up
23 Thanksgiving
30 Mike/Mary

December

7 Gordy
14 Arpad
21 Roger Operating Session
28 Mike/Mary

January 2007

4 Gordy
11 Arpad
13 *Randy/Dayna (Saturday Session)*
18 Mall Operating
25 John/Lynn Operating Session

SHOW SCHEDULE

September 9 @ 10	Marinette Train Show (Layout Displayed)
October 21 & 22	Marshfield Show/Division Meet (Layout Displayed)
November 11 & 12	Trainfest - Milwaukee
November 18 & 19	Duluth Museum Show (Layout Displayed)
January 17 & 19	Stevens Point Mall Show
January TBA	Christmas Party
February 17 & 18	Madison Train Show
March 17 & 18	LaCrosse Train Show (Layout displayed?)
April 28 & 29	Green Bay Train Show (Layout displayed)
June 16 & 17	Strawberry Fest
July 7, 8 & 9	Iola Old Car Show
August TBA	Golf Outing (Diane & Gordy's)
----- 2008	WLD Spring Meet at Waupaca
July 3-10, 2010	NMRA Convention (Layout tours & Layout displayed?)

WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
August 2006 through January 2007

August	3	Gordy	November	2	John Gordy
	10	Arpad		9	Pat Operating Session
	17	Lynn		16	Mail Pack-up
	24	John Operating Session		23	Thanksgiving
	31	Arpad		30	Mikemary
September	7	Gordy	December	7	Gordy
	14	Arpad		14	Arpad
	21	Lynn (at Lynn's)		21	Roger Operating Session
	28	Roger Operating Session		28	Mikemary
October	5	Gordy	January 2007	4	Gordy
	12	Arpad		11	Arpad
	19	Roger Operating Session		18	Mail Operating
	26	Arpad Operating Session		25	John Operating Session

SHOW SCHEDULE

September 9 @ 10	Manette Train Show (Lynn Displayed)
October 21 @ 12	Marshfield Show/Division Meet (Lynn Displayed)
November 11 @ 12	Trainfest - Milwaukee
November 18 @ 10	Duluth Museum Show (Lynn Displayed)
January 17 @ 10	St. Croix Point Mall Show

Close Enough Kitbash! By RLH

I have enjoyed for a long time now, making rare of one of a kind cars for my railroad. Sometimes it may be just taking car kits and modifying them to more closely match the prototype. Case in point were the Soo seven post box car and the GB&W two-bay covered hopper. Both had commercial kits that were close but both had one too many side posts. I removed all the side posts and replaced them with the right number of posts. Jan refers to this as being a rivet counter. I am sure there are other parts of both cars that are not exact as the prototype, but I was happy with changing the more visual part of these cars. This also helped to get a better decal placement.

My most recent challenge was the GB&W sand car and the GB&W ore car used in ballast service. The sand car was one of their two bay coal cars with a top put on it. Athearn make the coal car and the top of a MDC two-bay covered hopper fits right on the Athearn car. A slight adjustment to the length of the top and new replacement of the hatches and ...BINGO!... a GB&W sand car. The Soo line Historical Society made this job a little easier a few years ago when they did the GB&W coal car with the right color and numbers...no less. The ballast car was a little more of a challenge though. I ended up using a Bowser three-bay hopper. The center of the car was cut out and hopper bays cut off the bottom. The bottom of the car was replaced with the bottom of the MDC two-bay covered hopper left from the sand car project. Once again, it may not be exact but close enough for me. These were one night projects that included painting.

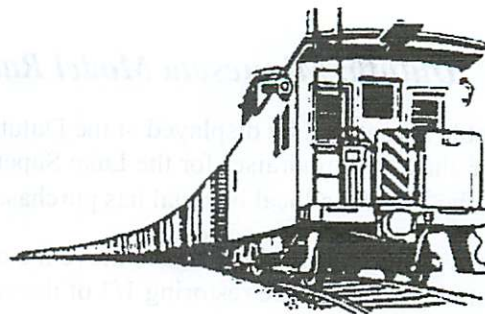
These one night projects make my bride happy as it is one more night I am not in the tavern and I am in the basement out of her hair. Any one spotting these cars on my EH & AC layout and criticizing them runs the risk of being appointed club newsletter editor.

Note: I didn't cover the kit bash projects completely. You'll discover some things that need to be done that are apparent as you assemble the kits.

Remember! Model Railroadng if FUN...or at least close enough!

Chatter from - The Crummy

*Official newsletter of the
Waupaca Area Model Railroaders*



November 2006 Edition

A Farewell to Bob Schober by Gordy

This month the club lost an inspiration, and an active and long time member. Bob Schober, after fighting cancer for about five years, succumbed to cancer October 5, 2006. Our sympathy goes out to Linda, Lynn and Dean.

Bob was a many faceted member...detailed scratch builder, volunteer, ardent club supporter, and "contractor". Every time we swing open the portable layout gate we will remember the extra effort he and Eugene made to make it easier for the club's graying members to enter and exit the layout. I've heard tell that Bob is helping St Peter rebuild the pearly gates to make it easier for model railroaders to bring their layouts with them...even O scalers.

Bob was an example of courage under fire, and a positive attitude that all members hope to emulate when faced with personal challenges. He seemed not to wither under numerous tests, x-rays, set-backs and challenges. He held up well in dealing with a failing septic system (giving the club a chance to show their appreciation), banging his halo (which has been traded in for a much better one) as he got in and out member's cars on his way to club events, and watching his prized possessions (shop, railroad, and personal) find new homes as he downsized to make Linda's life easier in the future.

Bob was our spiritual leader...just ask Dennis. He showed that regardless of what life deals us we can accept the challenge, and face it with a positive attitude, courage and grace.

A special salute to Linda, who signed Bob up (Thanks Linda) and also became an ardent member and supporter of the club, superb hostess and supplier of Thursday night desserts, and also showed great courage and attitude through adversity. And thanks to Bob, who brought Lynn and Lynn's detailed modeling skills to the club. We hope that both of you, Linda and Lynn, will continue to be active members.

Bob, we already miss your wit, wisdom, stories and attitude. (A family farewell will be published in the next issue of the Crummy).

Contributing Members

Featured Project – Jim Payton

Proto-typical Operations on your Layout – Bob Todd

Geologic Activity – Gordy Sauve

Rails – Gary Oudenhoven

Duluth, Minnesota Model Railroad Show - November 18 and 19

The portable layout will be displayed at the Duluth, Minnesota Model Railroad Show, this November 18 & 19. The show is a fundraiser for the Lake Superior and Mississippi Railroad, an area tourist train. On behalf of the LS&M, a local hospital has purchased an RPO from the Green Bay Railroad Museum.

The LS&M needs to raise the funds to move the car, now not rail ready, to Duluth and then restore it. The restoration will include restoring 1/3 of the car to its original purpose. The balance they will convert to make it handicapped accessible.

The show will be at the Radisson Inn in downtown Duluth.

Those members accompanying the layout and needing sleeping accommodations can stay at the following two hotels who have given special rates.

Radisson Inn, 505 N Superior St, Duluth. (218) 727-8981. Price is \$79.00 per night plus tax.

Super 8 Motel, 4100 W Superior, Duluth (218) 628-2241. Price is \$44.00 per night plus tax.

A Big Thank You to Gary Oudenhoven for arranging the special tour of the power plant at Weston. All reports are that it was an interesting, informative and enjoyable outing. Thanks Gary!

Geologic Activity Erupts in Central Wisconsin by Gordy Sauve

WAUPACA, Wisconsin. The Central Wisconsin Geologic Survey has reported an unusual amount of syzmac activity in an area bounded by Fremont, Wisconsin on the east, through Rural, a community just south of Waupaca, Wisconsin and on the west by Amherst, Wisconsin. The first report of tectonic plate movement was reported in early 2005 in Fremont when the Waupaca and Portage plates collided pushing granite domes through the sandstone that had accumulated over the centuries.

As movement slowed in the Fremont area a new tremor raised a large granite range, beginning in October 2005, in the Amherst area as the Waupaca plate pushed back the advance of the Portage plate. The activity in both those areas continued to fight each other over the next twelve months with the result of major deposits of gold, silver, lead, coal and diamonds coming to the surface.

Beginning in October 2006 a new mountain range erupted through Rural, Wisconsin where the fault lines between the Portage and Waupaca plates collided. This new collision spawned a range equal in height to that of South Dakota's Black Hills Range.

As the Fremont Range settled down canyons, valleys, and rivers similar to those of the Colorado Rockies were revealed.

The Amherst Range a more vertical rugged range resembles the butts extending north from Utah and Wyoming into Montana.

Scientist reported that they expect to see more tremors in the central Wisconsin area and it would not surprise them to see the effects of this activity reach Larson and Weyauwega, Wisconsin on the east, Manawa, Wisconsin on the North, and Stevens Point, Wisconsin on the west.

Historically, entrepreneurs and railroads are always looking for commercial opportunity, and Mother Nature's latest activity has provided ample activity for commerce and industry. Future articles in the Crummy will chronicle the activities of the communities, its people, captains of industry and commerce as residence of these communities take advantage of the new resources and opportunities that Mother Nature has unearthed.

Proto-Typical Operations on Your Layout. By Bob Todd

STEVENS POINT, Wisconsin. Digital sound systems have given model railroading a whole new dimension. If we are going to operate proto typically, then shouldn't we also use the same signals that real engineers and conductors use to operate on full size railroads. Thanks to Bob Todd for this first installment in building a primer of signals we can use when we operate in miniature. According to Engineer Bob:

Whistle signals: (dash) - represents a long and (oh) o represents a short.

The bell would be rung when starting a locomotive and two longs (--) in beginning movement for the first time after sitting for a period of time. In normal switching movements this does not apply as the locomotive is considered to be in continuous movement.

General signals in use today:

1. -- (two long blasts) represents ahead.
2. --- (three long blasts) represents back up movement.
3. oooooo (Succession of short blasts) STOP there is an emergency or to warn someone on the ground of an emergency. Movements of all trains in area (hearing range) are to STOP.
4. oo (two short blasts) is a reply from the engineer that he has received and understood the signals given from a person from the ground.
5. --o- (two longs a short and one long blast) is for crossings at grade (highway or road crossing) or approaching men and equipment on the track ahead.

We start the whistle (- - o -) one quarter mile from the crossing (marked by a small white square wayside sign with an X) and the bell starts at the same time continued through the crossing. If you complete the sequence before the crossing is reached you repeat it until the locomotive is over the crossing.

2007 Dues Notice

Club dues are due as of January 1, 2007. As in the past there are two levels of membership. Single member dues are \$12.00 single. Family membership is \$15.00

Arpad will accept dues for next year between November 1, 2006 and January 1, 2007. He prefers a check made out to Waupaca Area Model Railroaders.

Name: _____ Single membership \$12.00 _____
Family Member Names: _____ Family membership 15.00 _____

Change in address/phone/e-mail: _____

Arpad Eisler, N2403 Knight Lane, Waupaca, WI 54981

Annual Christmas Party

This year's Christmas Party will be hosted by Judy and Pat Lyons. The date is January 28, 2007. Please mark your calendars and ask Judy and Pat what you can bring for the potluck. Following the potluck and business meeting Pat will host an operating session. Judy will have activities for the ladies during the business meeting.

Railroads From Gary Oudenhoven

- The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.
- **Why was that gauge used?** Because that's the way they built them in England, and English expatriates built the US Railroads.
- **Why did the English build them like that?** Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.
- **Why did "they" use that gauge then?** Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing!
- **Okay! Why did the wagons have that particular odd wheel spacing?** Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.
- **So who built those old rutted roads?** Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.
- **And the ruts in the roads?** Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

The United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. And may the bureaucracies live forever.

So the next time you are handed a spec and told we have always done it that way and wonder what horse's ass came up with that, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses.

Now the twist to the story...

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a Horse's Ass.

And you thought being a Horse's Ass was not important??

Website Update

Randy and Dana, and Mary have added their pictures to the website. Lynn Draper has also updated some of his pictures. Some of you have not added pictures to your site. If you need help please ask the website committee or someone who has already successfully added their pictures and comments.

CRATES BY THE CARLOAD

A SIMPLE ONE OR TWO EVENING PROJECT USING WOODBLOCKS

by Lionel Gazeau
Photos by the author

MATERIALS AND TOOLS

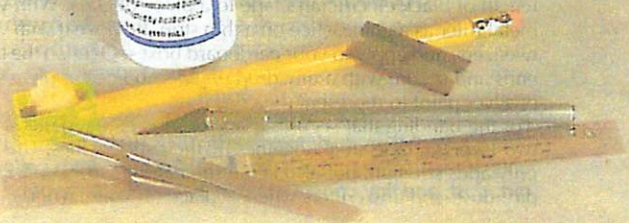


MATERIALS YOU'LL NEED

Lara's Crafts sells packages of hardwood blocks. They come in a variety of sizes ranging from 3/8 to 2 1/2 inches for about a dollar a bag. Buy them at craft stores or from www.larascrafts.com. You will also need scale 1- x 4-inch and 2- x 4-inch strip wood and some wider boards – some as large as 1 x 12 scale inches. "L" angles are handy for representing corner reinforcement pieces.

TOOLS OF THE TRADE

I use a sharp hobby knife (or a single edge razor blade), a steel ruler, tweezers, a #4 lead pencil (kept sharp with a pencil sharpener), and wood glue. I prefer tacky glues found in craft stores and in some hobby shops. A NorthWest Short Line Chopper™ is helpful, but optional.



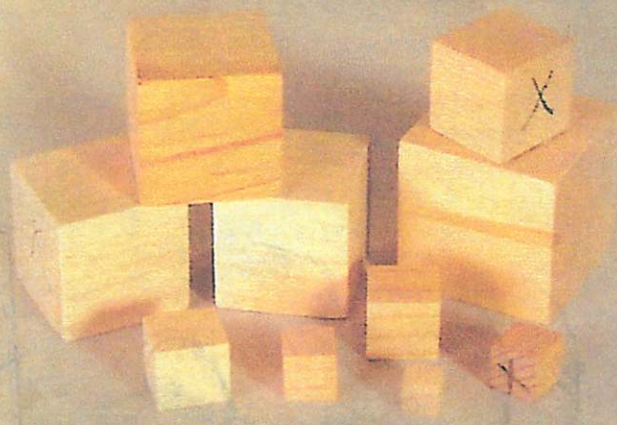
Think of all the places on your layout where you need crates: Inside and outside shops and factories. As loads on flatcars. Inside boxcars. As loads on motor trucks. Just by the roadside. Crates can add to the general clutter of a scene, or become a reason for the existence of a trackside industry. They come in all sizes and shapes, and can be thin, fat, squat, or odd-shaped. A crate can hold dry goods, fragile glassware, a painting, a rocket, or a piano.

Here I will show you how to build crates in quantity – in one or two evenings – cheaply, easily, and safely. None of the materials I use give off harmful or noxious fumes.

But first, let's take a brief look at the anatomy of a crate. In the old days, crates were built from individual boards, sometimes of uneven width. They were braced with narrower boards, but not necessarily in the corners. In modern times, crates are built mostly of plywood with 1x4's to reinforce corners and brace tops and bottoms. Large enough crates may have cross braces. Sometimes 2x4's are used on the bottom so forklifts can slide their blades underneath. Steel banding is also used extensively – not only to add strength – but also to secure crates to pallets.

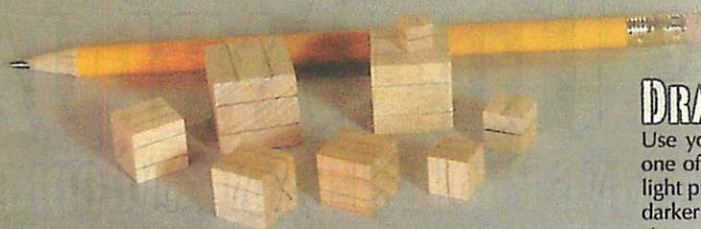
Follow along with the photos and captions as I describe my crate-making methods. I hope you enjoy making your carload of crates – I bet that before you know it, you'll be giving them to friends.

EASY BACKGROUND CRATES



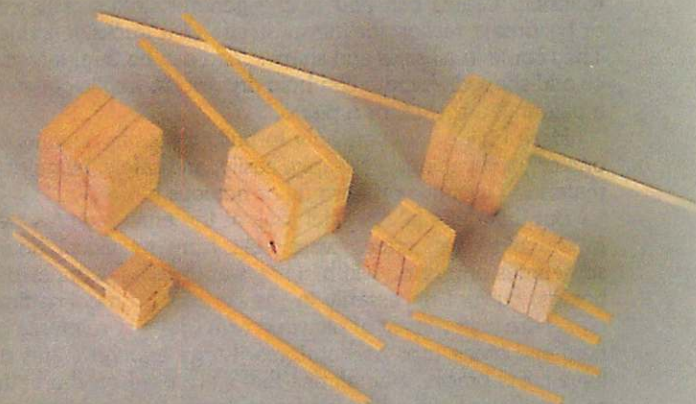
CHOOSE YOUR BLOCKS

I usually separate my wood blocks by color. This is especially useful when making rectangular crates. I can then mark the side with the worst looking end grain with an "X." In this case "X" marks the bottom, which will not be seen. I choose blocks with dark lines in the grain that run parallel to the edges for my best old-style crates. From a distance they look like they are already made of individual boards. Others, like the big crate at the left, on the bottom, can represent modern plywood crates.



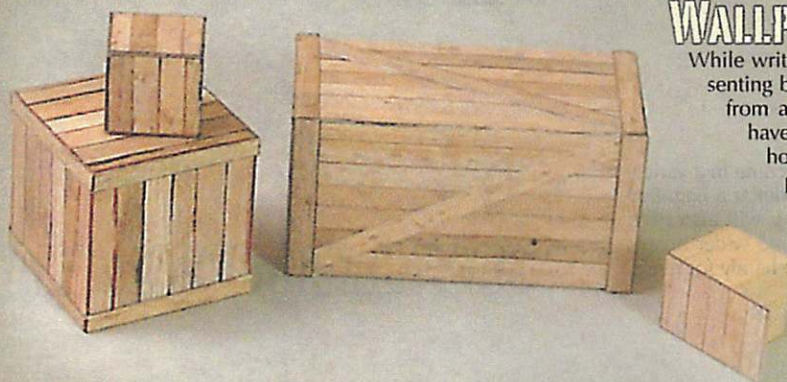
DRAW THE BOARDS

Use your #4 pencil to draw lines parallel to the grain, simply place one of your fingers on one edge as a guide, no need to be exact. Use light pressure, and sharpen the pencil often. Try not to bisect any of the darker natural grain of the wood. I do a bunch of blocks of different sizes so I don't get bored.



BRACE YOURSELF

For the bracing, first cut eight or ten long pieces of scale 1x4 strip wood so you can work on more than one crate at a time. Apply a thin layer of glue to two 1x4's and attach them on a side – to form two braces – perpendicular to the pencil line “boards” you have just drawn. Set aside while the glue dries, and move on to the next crate. When the glue has dried, cut off the excess 1x4 flush with the edge of the block. Then continue – gluing braces on the next side – overlapping the ends of the 1x4s you just cut. Do the rest of the blocks in the same way; just continue gluing and cutting until you have braced all sides of all the blocks.



WALLPAPERING

While writing this article, I came up with another method of representing boards on crates. I cannibalized the printed-paper boards from a Paper Creek Model Works' outhouse kit. (If you don't have one of these kits, you can download one of PCMW's outhouses free from www.papercreek.com. Just print it, cut out pieces of the walls, and glue them to your wood blocks.) For the braces, I laminated the Paper Creek material to 3x5 index cards to add thickness. Use a marking pen of appropriate color to hide cut edges. Paper Creek now makes sheets of various color boards ideally suited for this purpose.



BANDING TOGETHER

If you want to simulate cardboard boxes, paint some of the wood blocks light grey or light brown. It's easy to get the color right because examples of cardboard boxes abound in most homes and workshops.

To represent the steel or plastic bands, begin by sticking a length of black electrician's tape to a piece of glass. With your metal ruler as a guide, slice off a thin strip. Remove it with your tweezers, and apply to your cardboard boxes. Overlap the tape ends and secure with a tiny drop of glue. You can apply a spot of silver paint to represent the crimp.

For the banding that secures a box or a crate to a pallet, I use two layers of tape stuck together by their sticky sides. This not only adds strength, but also keeps the banding from collecting dirt, dust, and tiny critters when in place on your layout.

FOREGROUND CRATES

FOREGROUND DETAILS

Adding strip wood to the boards at the ends or tops of your crates will make them stand out. Then, for old time crates, use a freshly sharpened pencil to poke a few nail holes here and there. Modern wood crates are stapled. You can simulate staples and the marks they make by sharpening your pencil into a fine chisel point with a blade. Glue a few shipping labels or stenciled instructions on some of the sides. I generated my shipping labels, signs, and stencils on my computer – and I always print more than I think I will ever need – in all sizes. No computer or printer? Use decals or clippings from magazines.

BOARD BY BOARD

For a really detailed crate, glue individual boards to all four sides of a wood block. It's easy. Use the same glue-and-cut technique used for braces – or use a NWSL Chopper™ to quickly cut a lot of boards the same length. But, don't forget to account for the end thickness of boards on the adjoining side. I try to cut my boards from wood pieces with dissimilar grain patterns. I lightly weather a few pieces, or distress some with a razor saw. I've had to pencil over the joints between boards on a few of my foreground crates, because I couldn't tell they were individual boards until I emphasized the joints.

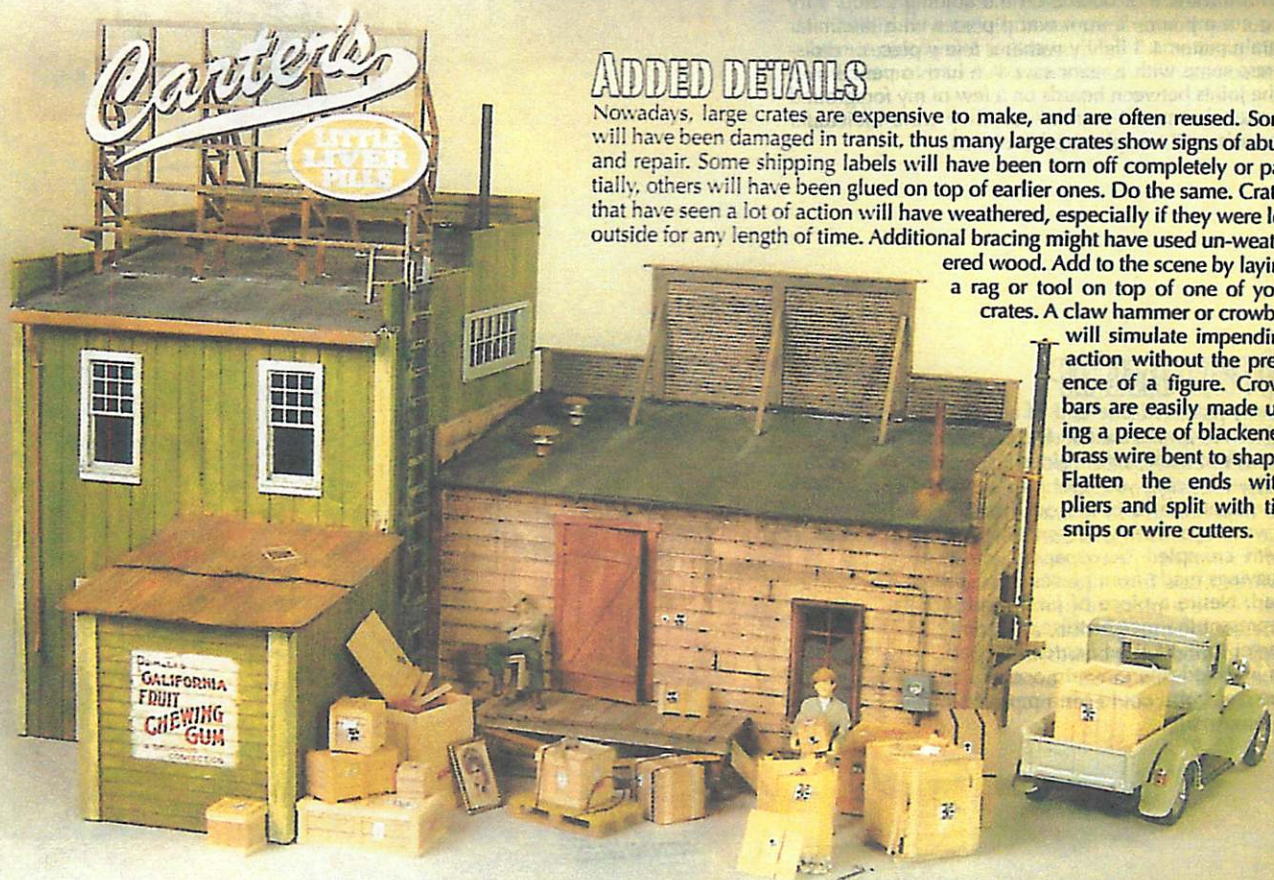
OPEN ONE UP

Here, I painted one end of a block with acrylic flat black to represent the inside of the crate. Then I used boards to build-up the sides a scale foot or so. With proper bracing you could go even higher. The final boards of the crate on the right have not yet been glued on. Fill the inside with crumpled "newspapers" or wood shavings made from pieces of scouring pad. Nestle a piece of junk inside to represent the merchandise, and don't forget to model the boards that had to be pried open to gain access to the crate. You could even prop-up a removed lid.



LONG CRATES

Not all things shipped fit inside square boxes. Glue two blocks together for a rectangular crate – or use three or four for a longer one. For background crates, try to match grain and color as closely as possible. Glue braces where the blocks meet to hide any gaps. There is no need to do this if you are making foreground crates, that have been built up board by board. Use cross braces for large crates. The tall crate behind the hard-at-work figure could have simply been made from two blocks glued together, painted a cardboard color, and banded. It's about the right size to ship a refrigerator in.



ADDED DETAILS

Nowadays, large crates are expensive to make, and are often reused. Some will have been damaged in transit, thus many large crates show signs of abuse and repair. Some shipping labels will have been torn off completely or partially, others will have been glued on top of earlier ones. Do the same. Crates that have seen a lot of action will have weathered, especially if they were left outside for any length of time. Additional bracing might have used un-weathered wood. Add to the scene by laying a rag or tool on top of one of your crates. A claw hammer or crowbar will simulate impending action without the presence of a figure. Crowbars are easily made using a piece of blackened brass wire bent to shape. Flatten the ends with pliers and split with tin snips or wire cutters.

WAUPACA AREA MODEL RAILROADERS, LTD.

August 6, 2006. The meeting was called to order by Vice President Pete Ugorek at 3:30 p.m.

Jan made a motion to suspend the rule of Quorum for the meeting. Pat seconded the motion. Motion carried.

Attended by: Jan Trierweiler, Arpad Eiler, Pat Lyons, Eugene Much, Gordy Suave, Mike Eiden, Mary Eiden, Bob Schober, Linda Schober, Randy Williamson, Dayna Williamson, Lynn Draper, John Poris, Mike Kirk, Steve Dahms

- Minutes of the previous meeting were reviewed. The following correction is noted: Shows: we voted to attend the Duluth show. M/S Pat/Jan to accept. Motion carried.
- Treasurer's Report was given. M/S Gordy/Pat to accept. Motion carried.

Committee Reports:

- **Crummy:** There has been no crummy; members need to send articles for there to be an issue. Gordy created the last one on the web site, and it was very informative.
- **Trolley:** It is now at Turner's Farm Market and was stored next to Turner's which saved taking it to Weyauwega.
- **Layout:** There are still improvements to be made. We went over budget but the layout really shows all the work done on it. We are looking at taking the layout to the Stevens Point Mall to work on it over the winter. We will add a small addition of a turntable to Wausau. Gordy suggested we set up a budget. A motion was made by Gordy, seconded by Pat to spend up to \$1000 to continue the portable layout improvements. Motion carried.
- **Shows:** The Marinette show is Sept. 9-10, with 6 people planning on attending. The next show is Marshfield Oct. 21-22. In November on the 18-19 is the Duluth show, which we have committed to. 6 or 7 are planning on attending that show. Jan. 20-21 is a show at Stevens Point. The LaCrosse show is March 17-18 and Green Bay is April 28-29.
- **Strawberry fest:** Roger said attendance was down this year. We made the most money ever on table rentals. Ads should be placed in the local paper to get the word out to more people. We will also need to find more vendors because several will not be back next year. Discussions were held as to whether we had too many tables as a club and possibly taking away business from the vendors. The consensus was that we do not hurt the vendors. Dennis wrote in a letter that next year he won't be at the festival. Eugene will run it next year.
- **Iola Old Car Show:** We made \$2700 with all our hours. Once again, we received compliments on our good work.
- **Web site:** Gordy mentioned that during the week of Strawberryfest, the site had 11,000 hits, indicating people are looking at it.
- **By-laws Committee:** All members were given the changes that the committee came up with. (See attached copy of bylaws.) Motion to approve the changes made by Dana, seconded by Arpad. Motion carried.

Old Business:

- The Scholarship was awarded.
- The WinnebagoLand Division will hold an operating session on November 4th. Arpad, Roger, Lynn and John Poris will operate.
- We must make a layout to be a raffle item for the Green Bay show as a fundraiser for our club.
- **Regional Meet in 2008:** Randy said not much is happening yet. The August meeting of WLD will provide more details. A committee will be formed to spearhead this event.

New Business:

- Hosts for the Christmas party are needed; Pat and Judy volunteered for the position.
- **GARP:** The Gasoline reimbursement program will have a committee study it. Committee members are: Arpad, Jan, Lynn. They will return to the club with a proposal in November.
- **Board of Directors election:** Eugene Much was nominated to the board by Jan, seconded by Lynn. Motion carried unanimously. There will be no junior member serving on the board at this time.
- **President's Award:** This year the award goes to Pete. The club won the best of show in La Crosse thanks to Pete leading the upgrading of the portable layout.
- **Committees:** Portable layout: Pete (Chairman), Jan, Eugene, Mike, Steve Dahms
Membership and Internal Affairs: Arpad, (Chairman), Pat, Mary, Gordy, Mike Kirk, Mike Eiden
Special Projects: Dana (Chairwoman), Lynn, Randy, John Poris, Mike Kirk (Trolley)
Fund Raisers: Dennis, (Chairman), Pat, Roger, Eugene
Website: Gordy (Chairman), Randy, Dean
- **Trolley:** A discussion was held as to the status of who should own it, possibly donating it to the Historical Society. Jan made the following motion: The officers of the club be directed to dispose of the trolley baggage car to an institution or organization. This transfer of ownership should be done in a timely manner. Motion seconded by Randy; motion carried. It was decided any money received for the trolley would be transferred to the new owners.
- **WAMR activity sheet:** the club came up with a sheet for new members listing activities and expectations. A motion was made by Arpad and seconded by Lynn to table the discussion and assign the activity sheet for review by the Membership/Internal Affairs committee, with a report in November on the sheet.

Motion to adjourn meeting. M/S Jan/Arpad. Motion carried. Meeting adjourned at 6:45 p.m.

WAUPACA AREA MODEL RAILROADERS **SCHEDULE OF EVENTS** **August 2006 through January 2007**

November

2 Arpad
 9 Pat Operating Session
 16 Mall Pack-up
 23 Thanksgiving
 30 Mike/Mary

February 2007

1 Gordy
 8 Arpad
 15
 22

December

7 Gordy
 14 Gordy
 21 Roger Operating Session
 28 Mike/Mary

March 2007

1
 8
 15
 22
 29

January 2007

4 Gordy
 11 Arpad
 13 **Randy/Dayna (Saturday Session)**
 18 Mall Operating
 25 John/Lynn Operating Session

April 2007

5
 12
 19
 26

SHOW SCHEDULE

November 11 & 12	Trainfest – Milwaukee
November 18 & 19	Duluth Museum Show (Layout Displayed)
January 20 & 21	Stevens Point Mall Show
January 28	Christmas Party (at Judy and Pat Lyons)
February 17 & 18	Madison Train Show
March 17 & 18	LaCrosse Train Show (Layout displayed?)
April 28 & 29	Green Bay Train Show (Layout displayed)
June 16 & 17	Strawberry Fest
July 6, 7 & 8	Iola Old Car Show
August TBA	Golf Outing (Diane & Gordy's)
September 8 & 9	Marinette Train Show (Layout Displayed)
October 20 & 21	Marshfield Show/Division Meet (Layout Displayed)
Spring 2008	WLD Spring Meet at Waupaca
July 3-10, 2010	NMRA Convention (Layout tours & Layout displayed?)

OFFICERS

President: Roger
 Vice President: Pete
 Secretary/Treasurer: Arpad

COMMITTEES

Portable layout: Pete (Chairman), Jan, Eugene, Mike, Steve Dahms
 Membership and Internal Affairs: Arpad (Chairman), Pat, Mary, Gordy, Mike Kirk, Mike Eiden
 Special Projects: Dana (Chairwoman), Lynn, Randy, John Poris, Mike Kirk (Trolley)
 Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
 Website: Gordy (Chairman), Randy, Dean