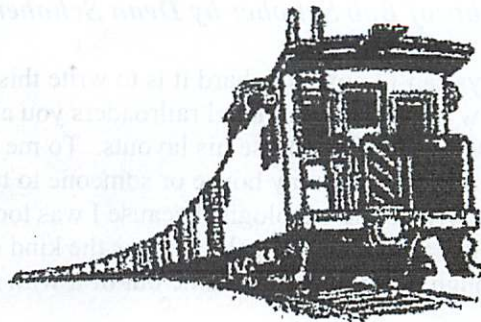


The Crummy
Official Newsletter of the
Waupaca Area Model Railroaders
Waupaca Wisconsin



January 2007 issue

Annual Christmas Party

Judy and Pat Lyons will host this year's Christmas Party. The date is January 28, 2007 starting at 1 PM with immediate eating. Please mark your calendars. Please bring a dish to pass. To make sure we don't end up with all Jell-O, all desserts, or green bean casseroles, please Judy and Pat who will be keeping a list of what members are bringing. Their phone number is: (715) 341-3640. Following the potluck and business meeting, Pat will host an operating session. After this summer's marathon business meeting, Judy has been threatening to have separate activities for the ladies.

During the business meeting we will set the schedule for Thursday night sessions as well as the date for the golf outing in either July or August. Please bring your wish lists and pre-spoken for week-ends so we can include as many families as possible.

Contributing Members

- Featured articles: Lynn Draper & Jan Trierweiler
- Librarian/President: Roger Hildebrandt
- Proto-typical Operations and Signals, and Ten Commandments for Headend Brakemen: Bob Todd
- Thoughts on Bob Schober: Dean Schober
- Website Update: Dean Cariveau & Gordy Sauve
- Dues Notice: Arpad Eiler

Deadline for the next issue of the Crummy are due by February 15, 2007. Please e-mail these to Gordy at mtnesters@triver.com

Mason City & Fort Dodge Railroad - Bob Todd

"Ten Commandments for Headend Brakemen" by Alan Palm.

1. Verily, though they be horses' asses, thou shalt obey thy Conductor and thy Hogger.
2. Thou shalt, without complaint, go flagging on short time, in snow up to thy buns.
3. Thou shalt run for every switch and not loose thy switch key in the process.
4. Thou shalt shovel coal forward in the tender, though it be 40 below zero.
5. Thou shalt take water for the fireman in the rain and the wind and thou shalt not pee to the windward.
6. Thou shalt at every opportunity, suckhole to the fireman...so we may double out.
7. Thou shalt haul coal for the caboose so thy conductor will not freezeth his ass, thereby interrupting his snoozing.
8. Thou shalt not eat the rear brakeman's pie while he rideth the engine for thee.
9. Thou shalt not needle the hogger when he stalleth her at mile pole 22.
10. Thou shalt not utter disparaging remarks about thy company when they giveth thee thy paycheck

Thoughts of Bob Schober by Dean Schober

You guys can't know how hard it is to write this so soon after Dad's death, but I will give it a try. I did not know my dad as the model railroaders you all knew, sure I saw the detailed buildings he built and the books he read and of course his layouts. To me he was my Dad, the guy I could call when I needed help putting a new roof on my house or someone to take me to the hospital when I needed surgery and then take my wife to the oncologist because I was too sick to do it. You just can't trust that to anybody but 'Bob Guy' as we liked to call him was the kind of guy who could do it. He had his tough years but we got through those times and came out of it with a stronger relationship for the trouble.

As an adult he was always there when I needed him, he always seemed to have a comforting answer, not always the one I wanted to hear, but always the one I needed to hear. But, that was his nature, straight and to the point. Right now that's what I miss the most is being able to pick up the phone and call him to talk and share my latest successes at the race track or some new idea for my car. He will be my inspiration for racing for the rest of my life. I will also miss our trips to the shooting range but most of all I will just miss him.

You all lost a good friend and club member, I lost my Dad. You see everyone can say they have a father, but not everyone can say they have a Dad; I was one of the lucky ones. I had a Dad and he is forever lost to me and that makes me very sad. So while I am very understanding of your loss, I am struggling with my own one day at a time.

I wish to thank the club for its support and assistance to my mom and dad over the past few years. I know they both appreciated it and so do I. So as we all deal with Dad's passing in our own way let us remember that God will heal all wounds in due time.

Website Update

Dean has made some operating improvements in the website. When you go to a member's page you no longer have to go back to get to the next picture. All you have to do is click on the words next previous etc. If you click on the picture it will enlarge. If you still want a larger picture, just click on the normal full page square in the upper right hand corner and you will be able to fill your screen.

It might be a good idea to update your pictures if you have done some work and made progress on building your empire. Some of you have not added pictures to your sight. If you need help, please ask Bob Todd, Lynn Draper, or Gordy.

2007 Dues Notice

Membership dues for 2007 are now due. As in the past, there are two levels of membership. Single member dues are \$12.00 and family membership is \$15.00. Arpad will accept dues any time, but must be in the form of a check or money order 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 Eiler, N2403 Knight Lane, Waupaca, WI 54981

FREMONT AND SOUTH PARK

The FSP has been in a holding pattern for the last two months. Paul at Engine House asked if I would like to build a 6 x 8 layout for a commercial project he was doing in Neenah. We met with the owners of a new Shell gas station on November third. The station is going up just south of Highway 10 and Country Road CB. Traveling east on Highway 10, CB is the last exit before you the Highway 41 interchange. Travel south on CB for when block, a right turn at the bottom of the ramp to the Grand Central Station on your left. It has a Taco Johns on one side and a Depot Pizza, with chicken, and ice cream on the other. The layout is in The Depot.

A "G" scale train circles the perimeter walls of the restaurant about 8 feet off the floor. With the help of three of our club members and 4 rather scary ladders we were able to install this portion of the trains before there November 27th opening. A very grateful thanks goes out to Arpad, Pete, and Jan for there efforts. PS Jan didn't need a ladder so he never got to have the feeling of utter fear as the ladder slid slowly along the waxed floor...

Gordy gave me a day of his expertise to create the Fond du lac Shelf Mountains on the 6x8 layout and Lynn S has put in several days putting together kits and super detailing. Believe it or not---I even got a full days work from Taylin. He is now the treeeeeeee man.

This project has been a lot of fun. One of the best parts was the day Lynn and I went to Engine House and Paul handed us a rather large box and he said. **"FILL IT UP WITH WHAT EVER YOU NEED!"** We left with two large boxes full to the top of all kinds of goodies. It was a child's Christmas dream for two kids with the same name.

When you think about it, our group of ours is a rather a diverse. Not only do we work on each others layouts and put time into a award winning portable layout but, with the combined help of our members we are now involved in the construction of commercially contracted layouts. I think this is one of the most talented groups around and I am very proud to be a part of all of you. (No, I'm not running for office.) "Engine House Paul" is amazed at the commenrodery of our group.

Well I have to get going and get my layout ready for a operating session. Good God,,, I have no idea what this is going to be like. Do I have enough cars??? Do I have enough engines???? [Never!!!} Do I know what I'm doing??? No but it sure looks good!

The Unavoidable Laws of the Natural Universe

- **Law of Mechanical Repair:** After your hands become coated with grease your nose will begin to itch or you'll have to pee.
- **Law of the Workshop:** Any tool, when dropped, will roll to the least accessible corner'
- **Law of probability:** The probability of being watched is directly proportional to the stupidity of your act.
- **Law of the Telephone:** When you dial a wrong number, you never get a busy signal. Law of the Alibi: If you tell the boss you were late for weork because you had a flat tire, the very next morning you will have a flat tire.



Grand Central Station HO Gage Layout Neenah, Wisconsin

The FSP has a lead if I would like We met with the over just south of Highway exit before you the H the bottom of the ramp and a Depot Plaza, W

A "G" train circling of our of the before the and there effort as the other side

Gordy me a day Jaye and you 2 ha not a little

The has been for and hand YO "We la and the

Why think about off and put out we are this one of the you in not run our room

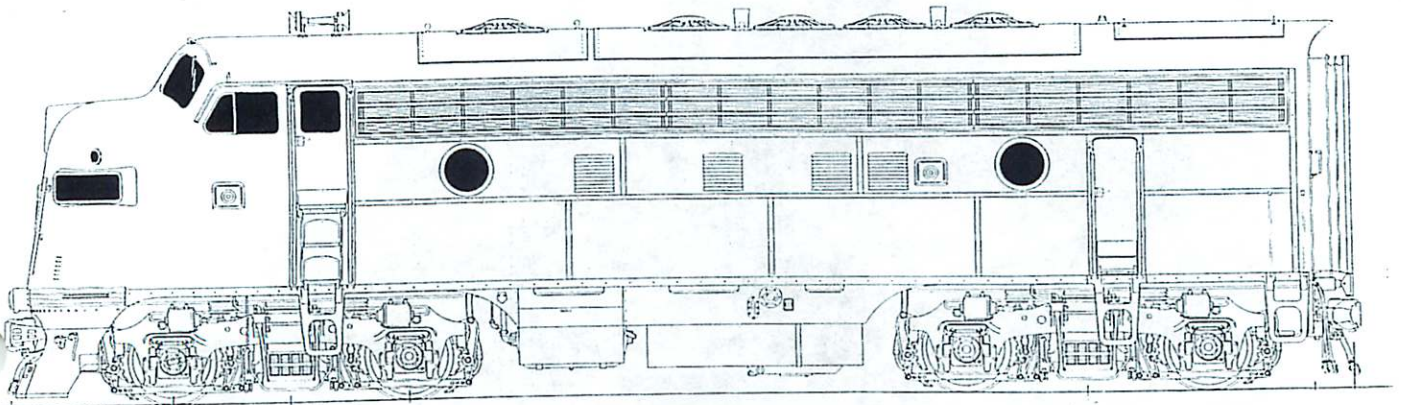
Well I have to get you ideas which is going [Never] do I know

- Line of Mechanics begin to inch or you
- Line of the H's
- Line of probability of your act
- Line of the T's the Able: If you to next morning you

FASINATION WITH F-UNITS

BY JAN L. TRIERWEILER

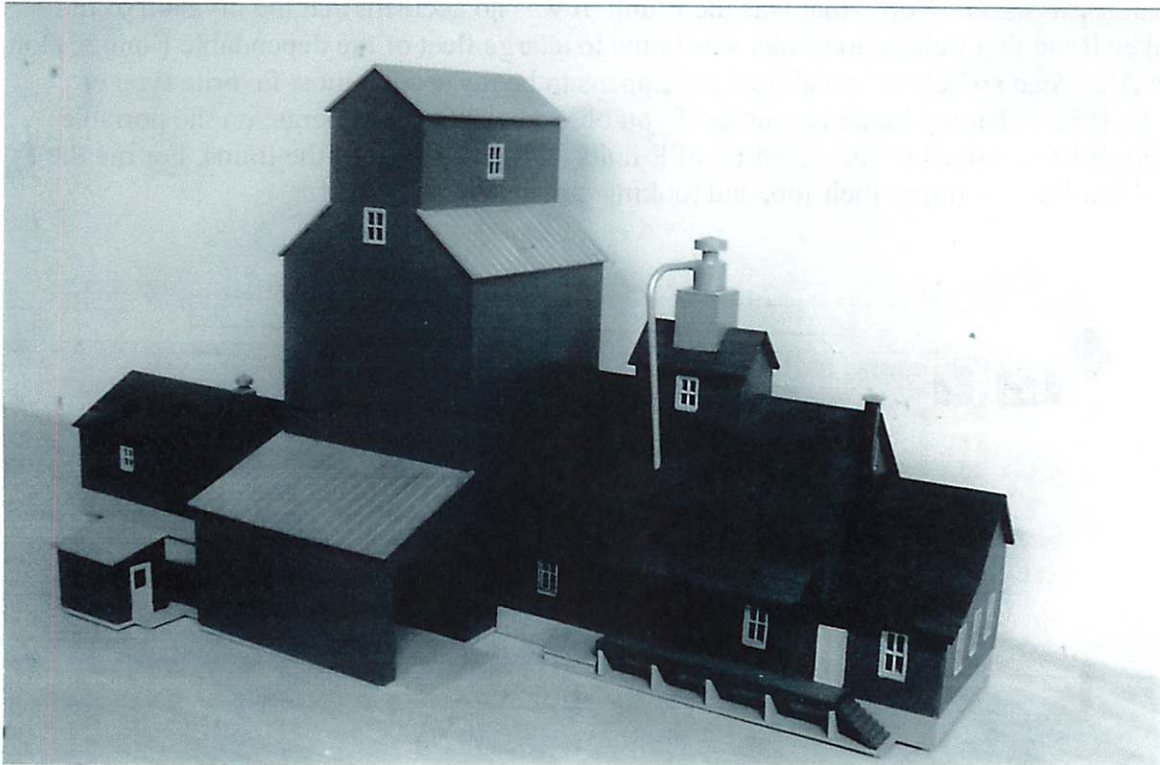
I am not sure when I became fascinated with the EMD F-units. I didn't have a significant occurrence with an F-unit, like running into one with my car. I didn't live next to a railroad while I was growing up where the F-units frequented. So why the interest in these freight/passenger engines? Lets look at the history of the engine first to see if we can get a hint. The first of the F-units, the FT, was introduced to the railroads in November 1939. Although EMD had previously produced the similar looking E-units the F-units were quite different. While the E-units were primarily a passenger engine with two prime movers, a steam boiler for passenger car heat, and six wheel trucks, the F-units were freight workhorses with one prime mover and four-wheel trucks. Their similarity rested with their world famous "Bull nose" front profile. Behind the cab the difference was apparent. The E-units stretched out to 70'-3" while the F-unit was only 50'-8". The rooftops also differed with the number fans and exhausts, which varied from E-unit to F-unit. Back to the F-units. After the FT model, EMD followed with the F2 in 1946, the F3 in 1945 to 1949, the F7 in 1948 to 1952, and the F9 in 1954. There was a total 7690 F-units constructed over its 21 years of production. Although most railroads that purchased F-units were more than pleased with their performance, endurance and reliability they soon found that the more versatile GP or road switcher better served their needs. The dependable F-units continued to serve their owners for years to come with some lasting into the '80's and with some rebuilt models still in use today on tourist lines and even on some short lines and regionals. So back to my fascination. I t think a lot has to do with the f-units appearance—a combination of elegant streamlining and brutish power. My visualization of F-units is of a slightly grimy, oil stained Milwaukee Road A-B-A lash-up on the front end of a little bit too heavy string of cars, straining for all their worth, to get their train to its destination. The phrase "Down on their knees" often comes to mind also. The combination of form and function into a machine that always seemed to somehow be able to do more than it was asked to do—that was the F-unit. It was no accident that the division of the Milwaukee Road that I chose to model was home to a large fleet of the dependable F-units, along with the Alco road switchers, which just so happens to be my second most favorite type of engine. So if you visit my home layout, or if you observe the trains I operate on the portable layout, don't be surprised to see a lash-up of F-units on the head end of the trains. For me the F-units will run forever, doing their job, and looking quite elegant doing it.



KITBASHED GRAIN ELEVATOR

BY JAN L. TRIERWEILER

The introduction of Walther's Cornerstone series of HO scale buildings was perhaps as big to the hobby as the development of Digital Command Control. (Well, maybe not quite as big, but still very important.) What these structures kits have provided are prototype size industries that give the modelers places to send their freight cars and have it look correct. To illustrate their popularity, you only need to page through the model railroad magazines to see how many modelers are using them on their layouts. Most of these kits also lend themselves to kit bashing. Examples of these are not as readily visible in the hobby press as their appearance maybe changed so much that you can hardly identify the original kits they were built from. I have done a few kit bashing projects, but my favorite is my rendition of a large size, small town feed mill/elevator complex. I joined the Sunrise Feed Mill (933-3061) and the Farmers Cooperative Rural Grain Elevator (933-3036). It is really quite a simple project that forms a realistic looking structure that will be a little different from the stock kits. By building a little larger building you can justify delivering even more cars to the elevator and thus giving you more switching moves. The Sunrise Feed Mill is actually formed from two separate sub-assemblies so leaving them in two separate pieces allows you to add them to the large central elevator structure without any cutting. The most difficult procedure was removing the overhang on the office side of the feed mill so it would fit tight against the elevator. Basically each kit was assembled as per the instructions and then the three parts were combined for the large structure. I usually paint the parts before assembly because it is easier to paint on a flat surface and easier to paint certain interior and hard to get at pieces. You can always touch up missed or blemished places after assembly. These feed mills/elevators were painted a variety of colors including the ever popular white, a wide variety of shades of red, or just about any other color a company wanted to apply to its building. Some were even painted to match the colors of the company of feed that that they sold. The paint jobs could run from the simple (the dipped in a pail look) to elaborate schemes with contrasting colored window frames, doors, and corner trim. Great additions to the finished scene would be the round, silver grain bins, elevators, and dryers, trucks, cars and figures. Have fun with this project or use your imagination, your razor saw and some glue and see what you can come up with. Good luck.



WAUPACA AREA MODEL RAILROADERS
Library and Other Materials Available for Members Use - January 2007

Items available for club member use:

- 60 cup coffee maker
- 6 quart Nesco
- 40 Six foot long folding tables
- Waupaca Electric Light and RR Trolley Car - Full Size
- Digitrac PR-1 Decoder Programmer Software in a Packard Bell Computer
- Digitrac PR-1 Decoder Programmer Software in a Laptop Computer
- Car Scale
- Brass Steam Engine - Pacific Fast Mail 4-8-2 Soo Line
- WAMR Observation Passenger Car, the OC Deveraux 206.

Magazines/Articles

- Vintage Rails Magazines 1997, 1998, 1999
- Files box with lots of how to articles and info on assorted subjects related to railroading.

Books

- HO Model Railroading Handbook by Robert Schleicher
- Small, Smart and Practical Track Plans - MR
- 48 Top Notch Track Plans - MR
- 101 Track Plans by Westfall/Kalmbach
- 18 Track Plans by John Armstrong
- HO Layouts for Every Space - Atlas
- Wiring your layout - Atlas
- Bridges & Trestles - MR
- The Locomotive Portals by Bohn/Petschels (hardcover)
- HO Trackside Structures You Can Build - MR
- Scenery for Model Railroader by Bill McClanahan
- Scenery - 3rd Edition by Robert Schleicher
- 303 Tips Detailing/Scenery/Structures by Dave Frary & Bob Hayden
- Detailing Tips and Techniques - MR
- Guide to Tourist Railroads and Museums 2000 by Trains Magazine

Tapes/Videos

- Jim Koontz of Waupaca Tapes. 1993 to 1996 mainly WC at various locations. Includes the Weyauwega derailment. 15 Six hour tapes.
 - 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
- The White Pass & Yukon Railroad - Rotary #1 - 24 minutes
- Norfolk & Western 1218 Steam - Pentrex - 30 minutes
- Diesels, Diesels, Diesels - 30 minutes
- Steam in the 50s, Volume 3, Green Frog - 60 minutes
- Grand Canyon Railway - 30 minutes
- The Railroad Modeler - 30 minutes
- Video Boxed Set (7 VHS tapes) - 6 3/4 hours
 - Vol #1 - An Introduction to the Railroad in America; Last of the Giants, 225,000 Mile Proving Ground
 - Vol #2 - Flight of the Century; Science Rides the High Iron
 - Vol #3 - Operation Fast Freight, Steam Train Wrecks of the 20s; The Steam Locomotive
 - Vol #4 - Power Behind the Nation; Clear Signal
 - Vol #5 - Lifeline of a Nation; The Fright Train; Snow on the Run
 - Vol #6 - Early Steam Trains; The Milwaukee Road; California Zephyr
 - Vol #7 - B&O's 8000 Mile Birthday Party; Big Trains Rolling

WAUPACA AREA MODEL RAILROADERS

Library and Other Materials Available for Members Use - January 2007, page 2

- Video Boxed Set (10 VHS tapes) - 9 hours
 - Vol #1 - Canadian Steam
 - Vol #2 - Steam Giants across America
 - Vol #3 - Twilight of Steam
 - Vol #4 - Steam Short Lines of the South
 - Vol #5 - Classic Steam of the 20s to 40s
 - Vol #6 - Steam in the 50s
 - Vol #7 - Steam in the 50s & 60s
 - Vol #8 - Colorado Narrow Gauge
 - Vol #9 - Colorado Steam
 - Vol#10- Cass & Mower Logging Trains.

Member Checked out to: _____

Date Checked out: _____

Date Returned: _____

Proto-Typical Operations for Your Layout by Bob Todd

RULES: GCOR (General Code of Operating Rules)

GLOSSARY

Only the following abbreviations are allowed:

ABS.....Automatic Block Signal System
C&E.....Conductor and Engineer
COFC.....Container on Flat Car
CTC.....Centralized Traffic Control
DISP.....Dispatcher
DCS.....Dual Control Switch
JCT.....Junction
MP.....Mile Post
MT.....Main Track

OPR.....Operator
SUB.....Subdivision
SUPT.....Superintendent
TOFC.....Trailer on Flat Car
TWC.....Track Warrant Control
XO.....Crossover
YD.....Yard
YL.....Yard Limits
YM.....Yard Master

Signal Rules and definitions

The main signals used for train operations in CTC (Centralized Traffic Control) territory. All trains and engines within CTC territory will be governed by these signal indications.

Green

Name: "Clear"

Indication: Proceed

Flashing Yellow

Name: "Advance Approach":

Indication: Proceed prepared to pass next signal not exceeding 40 MPH.

Trains exceeding 40 MPH must immediately reduce to that speed.

Yellow

Name: "Approach":

Indication: Proceed prepared to stop before any part of train or engine passes next signal.

RED

Name: "STOP"

Indication: STOP

Flashing Red

Name: "Restricting"

Indication: Proceed at restricted speed.

A signal mast with an "A" marker on it is called an "Absolute" signal and movement by that signal is restricted to Dispatcher authority. If signal is red (STOP) then no further movement can be made without dispatcher authority. Stop and Stay!

A signal mast without the "A" marker but with a number board is a "permissive" signal and may be passed on a red (STOP) indication without dispatcher authority but only at restricted speed.

"Restricted Speed"

Proceed prepared to stop short of train, engine, or obstruction, looking out for switch not properly lined, broken rail or anything that may cause the speed of the train to be reduced but not exceeding 20 MPH. In other words you better be able to stop short of anything. Now they have added to this rule: Being able to stop in half the distance of you vision.

WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
January 2007 through July 2007

January 2007	19
4 Gordy	26
11 Arpad	
13 Randy/Dayna (Saturday Session)	May 2007
18 Mall Operating	3
25 John/Lynn Operating Session	10
	17
February 2007	24
1 Gordy	31
8 Arpad	
15	June 2007
22	7
	14
March 2007	21
1	28
8	
15	July 2007
22	4
29	11
	18
April 2007	25
5	
12	

SHOW/EVENT SCHEDULE

- January 20 & 21 Stevens Point Mall Show (Layout Displayed)
- January 28 Christmas Party (at Judy & Pat Lyons)
- February 17&18 Madison Train Show
- March 17&18 La Crosse Train Show (Layout displayed?)
- April 28&29 Green Bay Train Show (Layout displayed)
- June 16&17 Strawberry Fest Train Show (Layout displayed)
- July 6,7&8 Iola Old Car Show
- August TBA Gold Outing (Diane & Gordy's)
- September 8&9 Marinette Train Show (Layout Displayed?)
- October 20&21 Marshfield Show/Division Meet (Layout Displayed)
- Spring 2008 Midwest Regional Meet at Waupaca (WAMR hosting)
- July 3-10, 2010 NMRA Convention (Layout Tours & Layout Displayed?)

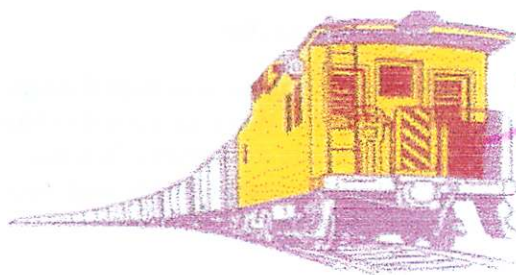
OFFICERS

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

COMMITTEES

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

The Crummy
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Waupaca Area Model Railroaders
Waupaca, Wisconsin
P O Box 337, Amherst, Wisconsin 54406
www.wamrtd.com
wamrcrummy@yahoo.com



March 2007 Issue

Scholarship Time – Roger Hildebrandt

Since 1998 the Waupaca Area Model Railroader Club has provided scholarships as a way for us to say Thank You to the community for their support of our Strawberry Fest Train Show. To date we have awarded a total of \$3,130.00. Through the generosity of Bob and Linda Schober a fund has been set up to endow the scholarship with additional money. As in the past, anyone wishing to add to this year's award should see Arpad. He will gladly take any amount. Contributions should be given to Arpad by May 1.

Bob Schober Memorial Library by Gordy Sauve

Linda Schober had donated many of Bob's railroad tapes, magazines, books, and articles to the club. We have had the loose beginnings of a library for a number of years, but with no formal structure. After receiving Bob and Linda's donation, Roger organized the materials, compiled an inventory and check out form. At the Christmas Party meeting, a motion was made and passed to name the newly organized library after Bob. The library will now be called the Bob Schober Memorial Library.

Editor Takes Vacation – Moves Article Deadline for May Issue (New E-mail Address)

As most of you know I have gotten lazy and retired after 31 years of executive recruiting. I had put together a plan to publish a Crummy bi-monthly. The April issue was to have a deadline of April 15 with publishing the following week. However, Diane and I are leaving for a month vacation beginning April 11. With your help it is my intent to get the Crummy out before we leave. To make that happen, please get your articles to me by April 1. It is very helpful if you are submitting an article that you e-mail it to me at my new e-mail address: ajshortline@yahoo.com. If you are doing a two page article, particularly if it has pictures in it, please try and provide me with 45 finished copies so I can just insert it into the newsletter. Someday, now that I am retired, I promise to learn how to insert pictures on my own.

Contributing Members

- Scholarship – Roger Hildebrandt
- Library – Gordy Sauve
- Strawberry Fest/Old Car Show – Dennis Cook.
- News from the Fremont & South Park Railroad – Lynn Draper
- Wisconsin's Railroads 1940/2005 – Reprinted by permission of Kalmbach Publishing (Trains Magazine). Submitted by Dave Johnson
- NMRA Layout Pictures – Bob Todd (Pictures printed by Gordy who is still learning)
- Haulin' Powder River Basin Coal, part 1 – Gary Oudenhoven
- Christmas Party Meeting Minutes – Arpad (typing by Sue) Eiler

Earthquakes Hit Again - Gordy Sauve

Earthquake tremors were felt again in central Wisconsin. On Thursday, February 8 in the Rural, Wisconsin area the Portage and Waupaca geological plates collided again causing a change in the Waupaca River. The results are a horseshoe falls that replicates the Niagara Falls in western New York. To the north of that collision a new mountain peak appeared (Mount Arpad ?) complete with a tunnel, tunnel portals and railroad track.

Down By the Shoofly by Dennis Cook (Old Car Show and Strawberry Fest Update)

It has been quite here at the shoofly: Engineering skills have improved since Bob Todd's lecture on signaling and Jan's keeping us on the QT with expert dispatching. When I run on the portable layout, I will continue to run in the opposite direction, in spite of many close calls, to keep operating sessions exciting and interesting. Just ask Gary O.

Thinking of operating? We will have a lot of time to do so at this year's Strawberry Fest. By popular demand our portable layout will be a part of the show. It will give all of us time to run those new engines and box cars. We will have a few less vendors with the addition of our layout but, after the awards we won and all the hard work we have put in on the layout, it is time for us to feature it at Strawberry.

Other late breaking news is that I will be at the Fest to help setup on Friday, but will miss Saturday and Sunday. This is where Schoberism # 3 as Linda explained at the Christmas Party comes into play.

The Old Car Show and Auction is on again this summer, July 12 to the 15th. The auction will only be on Saturday this year. I will have signup sheets and will let you know when the work nights are being held. We have been asked to help with the vendors by assisting with paperwork and direction. They would like us to be one of six teams to work in the vendor area all day Wednesday and Thursday, from 10 AM to 8PM. They like how we handle ourselves with the general public and the disgruntled. Our diplomacy and human relations skills are beyond compare. Let me know if you are interested. As I know more I will let you know.

I fill out a report every year for the Old Car Show. They like to know how we serve the community. As a club we should be proud of ourselves, we are looked upon in high regard by many people. I receive this feedback and I am not always the best at passing it on.

Due to shifting in the earth crust, new mountains have formed at Arpad's. We will have to learn new blasting techniques to make shooflys on his layout, perhaps Lynn and Gordy will have ideas on this.

Tips from the Dining Car by Diane Sauve

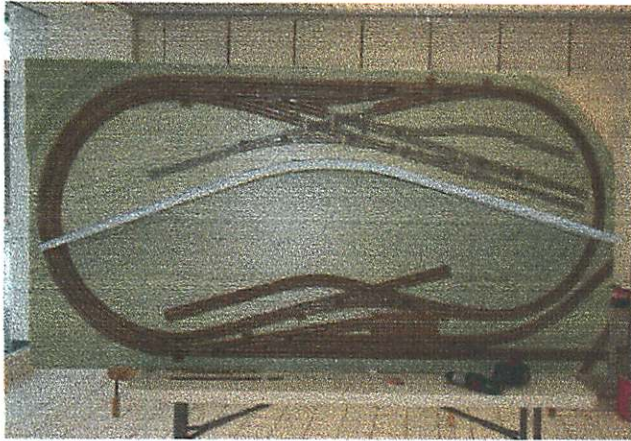
I understand that cholesterol concerns at Wednesday morning breakfasts have resulted in a new trendy breakfast treat...good ole' fashioned oatmeal. For those joining the trend, here is an interesting energy saving method (should it be named "green oatmeal?") to prepare this healthy "dish".

Oatmeal is like a dry sponge and will absorb whatever liquid you use (milk or water) without heat. If you take the time to "set-out" the liquid/dry oatmeal mixture in a microwaveable measuring cup before you start getting ready for the day (it can be set out for at least a half hour) you will find that the liquid is partially absorbed and will require less cooking time. When you are ready to eat, pop the measuring cup into the microwave and cook until done.

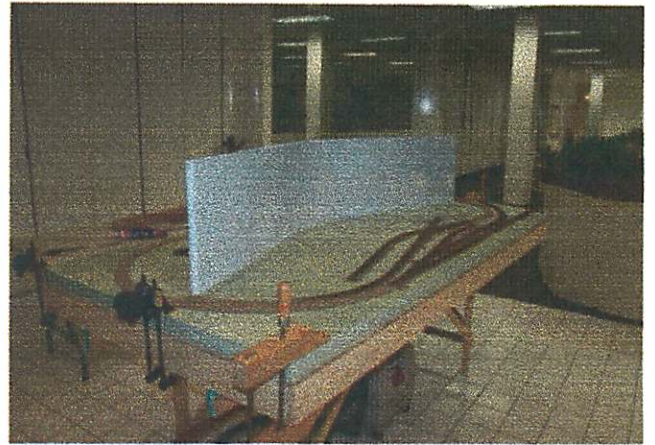
An interesting variation is to add dried fruit (cherries, blueberries, raisins, diced apricots, etc) to the mixture. When adding fruit, cook it half way and let it stand again for a few minutes, while you are dressing. You will find that the fruit will re-hydrate. Then finish cooking. ***(We are looking for more tips for the dining car corner.)***

NMRA Raffle Layout

WAMR members have been busy completing the Winnebago Land Division raffle layout. The layout to be raffled off during the Green Bay Train Show, April 28 & 29, 2007 has been fun project for many members who have devoted lots of hours to its designing and building. The project is being built at the Center Pointe Mall in Stevens Point, as part of an open house where the club's portable layout is currently being worked on, operated and is open to the public for viewing. We are in the process of getting raffle tickets that can be sold at the mall while the project is under construction.



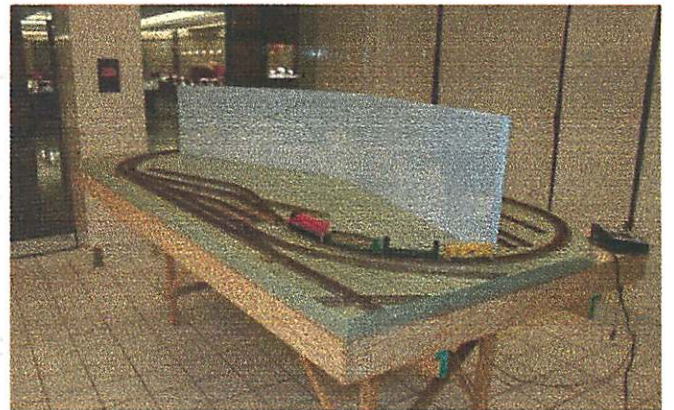
Overhead View of the track plan.



Clouds and beginning of track laying



Phase One of Construction



It really runs!!! Was there ever any doubt?

The layout is a modification of a John Armstrong track plan from a "Track Planning 101". All members are invited to work on the layout. Bob Todd has been the foreman on the project. If you are interested in being part of the crew please talk to Bob. The following members have already contributed time and talent to the project: Bob, Pete, Pat, Eugene, Dennis, Arpad, Jan, Lynn S, and Steve.

WISCONSIN'S RAILROADS, 1940 / 2005

65
TRAINS
MAGAZINE
years
1940-2005



When Al Kalmbach published the first issue of *TRAINS* in November 1940, the company's home state of Wisconsin boasted 6,675 route-miles of railroad, a total that had peaked at 7,500 two decades earlier and was declining. Lingering effects from the Great Depression kept the state's three largest railroads in bankruptcy — Chicago & North Western, Milwaukee Road, and

Soo Line were all operating under court-appointed trustees in 1940.

North Western was the state's dominant railroad. With affiliate Omaha Road, C&NW served every corner of Wisconsin, often with duplicate routes. Competition came from the Milwaukee, which blanketed the southern half of the state, and Soo Line in the north. Despite extensive branches, all three roads

carried their heaviest traffic between Chicago and Minneapolis-St. Paul on routes that are maintained to this day. The branches and low-density through routes have mostly disappeared.

Milwaukee Road's 1977 bankruptcy triggered some surprising shifts in rail ownership. Soo Line acquired the Milwaukee in 1985, then spun off its historic Wisconsin trackage to the newly formed

MAP OF THE MONTH



Wisconsin Central in 1987. Canadian National purchased WC in 2001 and now can claim just under 50 percent of all rail mileage in the state, while the former Milwaukee Road main line linking Chicago and St. Paul has become a key link in Canadian Pacific's network. Chicago & North Western had a decades-long practice of abandoning or spinning off Wisconsin lines; C&NW had more

than 2,500 miles in 1940, while successor Union Pacific in 2005 operates just 650 Wisconsin miles, one-quarter on trackage rights. Meanwhile, the Burlington's line along the Mississippi River, a passenger-heavy route in 1940, today under BNSF is the state's most heavily used main line, and is all-freight.

More than 95 percent of Wisconsin's rail mileage had passenger service in

1940, with just under 1,000 stops and frequencies ranging from two trains a day in rural areas to 50 a day in Milwaukee, the largest city. Wisconsin now has nine stations, eight served by Amtrak (the Chicago-Milwaukee *Hiawatha* corridor and the *Empire Builder*), plus Kenosha, the end of Metra's UP North commuter line from Chicago.

— Curtis W. Richards

Late braking news has come out of the small town of Fremont Co.

The Jenny Lee Mining Co. has been sold to the much larger and well known New River Mining Co.

When the first hint of this sale hit the streets of Fremont and Clear Creek the population here was afraid that New River would shout down the Jenny. Soon after the sale a spokesman from the corporate office contacted the management at the mine and assured all that the operation would not see a decrease in manpower but an increase.

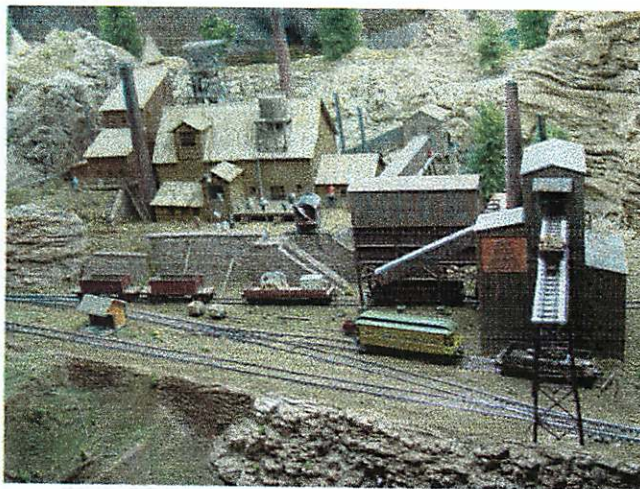
With great resolve and some long days the new owners revamped the old mine and installed two new condiment buildings.

The Taconite mineral at the Jenny is so rich in gold and sliver the New River Corp. installed a new smelter on site and revamped the old mine to continue sorting concentrates on the other ores.

A large overhead three bay loading bin has been installed with a covered conveyor connected to and through it from the transfer tower to the new smelter. This new innovation will protect the workers this winter from the cold and snow. It will also help loading the ore by heating it in this new enclosed area.

The new smelter will also be the extraction area for the mines tailings. The area is so secluded along the high cliff areas of the Palisades the tailings will have to be dropped over the cliff.

The location as you know is also a problem for the workers. There is no road to the mine and the only transportation to the mine is by train or horse back. The New River people have told this reporter that there are plans in the works to procure a passenger car from The Buckhorn Railroad. This car will transport employees to and from Fremont and Clear Creek. They have also committed themselves to procure a locomotive if the Fremont and South Park RR have problems hauling the new car on a timely schedule.



The people at New River will be a good addition to this community and we are looking forward to having them here in our valley.

Other news; The F&SP R.R. has completed the wooden trestle over Sauve Canyon. This is one of the highest wooden trestles in the Rockies. Because it was curved some very ingenious engineering was needed. The speed limit over the trestle is 15 MPH.

The operating session on the F&SP was a great success. The owner had a fit over one of the engines but "What's New" he has a fit about something all the time. he he he Thanks to all that came over I sure hope you had as much fun as I did!!

Haulin' Powder River Basin Coal

By Gary Oudenhoven

As a newbie to the WAMR railroad club, my plan is to share with its members some of my research for those eras and specifics I plan to model. I won't guarantee to be 100% accurate but I will use publications, books and Internet to the best of my ability to tell the story. If you have additional information, please share that with me. This club has a wealth of skill and knowledge that just amazes me. This will be a 2 part series.

The Powder River Basin spans the Montana - Wyoming border and is the single largest source of coal mined in the U.S. This region that covers southeast Montana and northeast Wyoming is about 120 miles east to west and 200 miles north to south. The basin is drained by the Powder River. The Powder River was so named because the sand along a portion of its banks resembled gunpowder. The cities in the area include Gillette & Sheridan, Wyoming and Miles City, Montana. This area of the U.S. is very sparsely populated and is known for its rolling grasslands and arid climate.

The coal beds of the region began to form about 60 million years ago when the land began rising from a shallow sea. Over the next 14 million years, the Basin rose to its present 3,000 feet, with the Big Horn Mts. and the Black Hills rising thousands of feet higher. The climate was subtropical averaging 80°F with rainfall of 120 inches per year! Palm trees and crocodiles were common!

Due to the heavy rain and few rivers to carry the water away, the flat basin floor was a series of swamps and lakes for some 25 million years-the coal forming period. The swamps were so large that no sediment could get past the outside edges leaving the central portions free to accumulate pure peat. It was this clean peat that would eventually produce some of the thickest, low ash coals in the world.

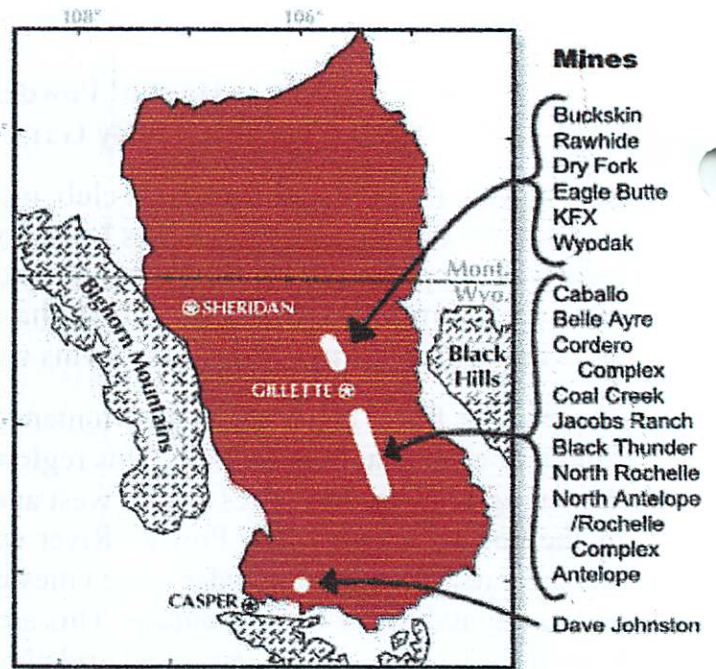
Periodically the layers of peat were covered with sediments washed in from nearby mountains. Eventually the climate became drier and cooler. The basin filled with sediment and buried the peat under thousands of feet, compressing the layers of peat and forming coal. Over the last several million years, much of the overlying sediment has eroded away, leaving the coal seams near the surface. Coal underlies 54% of Wyoming or 53,000 square miles.



The coal beds of the Powder River are famous for their thickness with the average of 80 feet thick but some up to 280 feet thick and generally close to the surface. Other parts of the country are only 5 and 10 foot thick seams.



Trucks the size of a house haul 400 tons of coal. About 2 dozen trips will load a 100 car unit train. The coal is hauled over to crushers that reduce the coal down to pieces 2 inches in width. It is then stored in towers.



The North Antelope Rochelle Mine in the Powder River Basin loads more than 5,000 trains annually and last year shipped more than 75 million tons.

The low sulfur and ash content of the coal in the region makes it very desirable. This Powder River Basin coal only has a heating value 8,200-8,500 btu/lb as compared to eastern coal that has 11,000-12,000 btu/lb heating value. The eastern coal (Appalachian) has high sulfur which contributes to acid rain unless expensive air emission scrubbing equipment is utilized. Much of the output of the basin's mines is used to fire over 130 electric power plants in 27 states. It is estimated that 20 pounds of coal per day is used by the average person in the USA. A pound of coal will generate enough electricity to light ten 100 watt light bulbs for an hour. In recent years over 350 million tons of Powder River Basin coal has been mined annually, more than 25% of the total U.S. production and growing. More than eighty train loads of coal, which vary in size from 110 to 150 cars, are shipped from Wyoming mines each day. It is estimated that there is about a 200 year reserve of Powder River Basin coal. That coal is hauled out of Powder River Basin by BNSF and UP. See <http://www.bnsf.com/markets/coal/index.html> or <http://www.uprr.com/customers/energy/sprb/updates.shtml> for additional info.

Next Crummy will continue with Part 2 to describe how Wisconsin Public Service utilizes Powder River Basin coal to generate about 65% of its electricity for its customers.

WAUPACA AREA MODEL RAILROADERS, LTD.

January 28, 2007

The meeting was called to order by Roger Hildebrandt at 2:15 p.m. at Pat Lyon's.

Attended by: Roger Hildebrandt, Jan Trierweiler, Arpad Eiler, Pat Lyons, Eugene Much, Gordy Suave, Mike Eiden, Mary Eiden, Dennis Cook, Randy Williamson, Dayna Williamson, Peter Ugorek, Steven Dahms, Gary Oudenhoven, Bob Todd, Dave Johnson and John Poris

Minutes of the previous meeting were reviewed. Roger wanted a clarification on first motion. M/S Dennis/John to accept. Motion carried.

Treasurer's Report was given. Noted that \$2250 (money from city for building structure for trolley), should be separated out of report to be shown as liability. Also, the report is off by \$1 on balance sheet. M/S Jan/Pat to accept corrected report. Motion carried.

Committee Reports:

Portable Layout: The portable layout is at the Stevens Point Mall, with a cost of \$175 for 3 months. Tuesday nights are designated as work nights on the layout.

Raffle Layout: Good progress has been made, with a divider down the middle and styrofoam applied. Track work will start soon. It must be completed by the Green Bay show.

Membership: It has been suggested that a packet be compiled for new members listing club activities and expectations of membership.

Special Projects: It was suggested that a clinic be conducted on work session nights, so new members can gain skills. Also, information is needed on ordering a railroad car that could be sold at shows.

Trolley: It is likely that the Historical Society will take possession of the trolley. Mike is still looking into constructing a storage building.

Website: It is up and running with good results. More and more members are sending in current pictures, making for interesting viewing. Links to other sites are planned.

Crummy: Articles are coming in and there is a schedule to print one every other month.

New Business: The regional meet will be held May 9-11 in 2008 in Waupaca at the Best Western. The organization is interested in seeing home layouts with an operating session Friday night.

GARP: Jan came up with a reimbursement plan for those attending shows. It was tabled until the next meeting. M/S Jan, Dayna. Motion carried.

Semi-annual gathering: Virgy made a suggestion that the club be divided into two groups so not as much food is brought to the parties. Internal affairs committee will look into the matter, dividing the group to reduce food.

Scholarship: Linda Schober would like to establish a memorial in Bob's name for the scholarship fund. She also requests that with her upcoming surgery, a donation be given to the food pantry in lieu of flowers.

A motion was made to establish a library and name it the Bob Schober Memorial Library. It was also suggested model of a library be placed on the portable layout with Bob's name on it. M/S Gordy/Dennis. Motion carried. Eugene suggested a memorial plaque in Bob's honor be placed on the gate of the portable layout. Internal affairs will study the plaque idea and also the long range impact as club members get older.

Election of officers:

A motion was made by Jan, seconded by Pat to nominate the following officers:

President:	Roger
Vice President:	Pete
Sec. Treasurer:	Arpad

Motion carried.

Motion to adjourn meeting. M/S Randy/Bob. Motion carried. Meeting adjourned at 3:50 p.m.

**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
February through August 2007**

February 2007	17	Lynn D/Mike E
1 Gordy	24	John Operating Session
8 Arpad	31	Eugene Operating Session
15 Mike E/Mall		
22 Roger Ops Session	June 2007	
	7	Lynn D/Mike E
March 2007	14	Gordy
1 Eugene/Gordy	21	Mike E Operating Session
8 Gordy	28	Roger Operating Session
15 Lynn D/Mall		
22 Arpad Operating Session	July 2007	
24 Sat Randy/Dayna	5	Arpad
29 Mike E/Pat Operating Session	12	Iola Car Show Set up
	19	Gordy
April 2007	26	Bob T/John P
5 Gordy		
12 Bob T Work Session	August 2007	
19 John Operating Session	2	Arpad
26 Roger Operating Session	9	Gordy
	16	Lynn D/Mike E
May 2007	23	Roger Operating Session
3 Arpad	30	Arpad
10 Gordy		

MALL SCHEDULE: Work Sessions: Every Tuesday evening 6:30 PM until?
Saturdays: Open House 10 AM until ? or close 5 PM: Feb 3,10,24, March 3, 10.
Other times by request of individual members: Talk to Pete.

SHOW SCHEDULE

February 17 & 18	Madison Train Show
March 17 & 18	La Crosse Train Show
April 28 & 29	Green Bay Train Show (Layout displayed)
June 16 & 17	Strawberry Fest
July 12 - 15	Iola Old Car Show
August 12	Golf Outing (Diane & Gordy's)
September 8 & 9	Marinette Train Show (Layout Displayed)
October 20 & 21	Marshfield Show/Division Meet (Layout Displayed)
November 10 & 11	Trainfest - Milwaukee
November 17 & 18	Duluth Museum Show (Layout Displayed)
January 19 & 20	Stevens Point Mall Show
January TBA	Christmas Party
May 9,10,11, 2008	WLD Spring Meet at Waupaca
July 3-10, 2010	NMRA Convention (Layout tours & Layout displayed?)

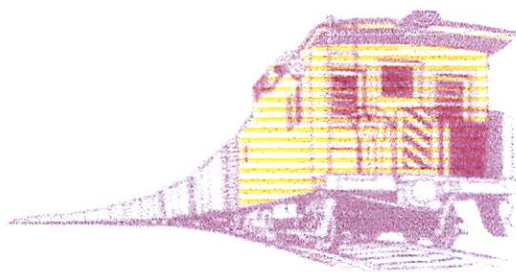
OFFICERS

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

COMMITTEES

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

The Crummy
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Waupaca Area Model Railroaders
Waupaca, Wisconsin
P.O. Box 337, Amherst, Wisconsin 54406
www.wamrld.com
wamrcrummy@yahoo.com



May 2007

New Event Added to Strawberry Fest for 2007

Member Mike Kirk continues his marry his love of 12" equals 1" railroading, model railroading and local history to the benefit of the club, the City of Waupaca and the surrounding area. In addition to purchasing and restoring a DM&IR caboose, he has purchased and restored the Waupaca Freight House, has been instrumental in restoration of the Waupaca Electric Railroad baggage car, and reprinting of a book on railroads in the Waupaca area. He has also been actively working on acquiring and restoring the Waupaca Passenger Depot.

This year Mike will host an open house at the passenger depot on Oak Street. Hours will be: Saturday 1 PM to 6 PM & Sunday 1 PM to 4 PM. The extended hours on Saturday are to give vendors, and club members displaying layouts a chance to see the depot and restoration progress. (Related story on page 2)

Website Update

Thanks to all members who are adding or updating their page in the website. We are in the process of updating the website so that member portraits will be displayed when someone logs into their webpage. There will also be a helpful hints link to many other railroad websites.

Dean has upgraded member pages so that hitting the START button in member picture page will give you a slide show rotating through all the pictures in that member's page. Clicking on the picture will enlarge the picture to show more detail.

Deadline for articles for the July Issue of the Crummy is June 1 to allow the July issue to provide details on the Strawberry Fest Train Show, the Old Car Show and the golf outing.

Contributing Members

New Strawberry Fest Event – Gordy Sauve
Website Update – Gordy Sauve
Waupaca Railroad History Preserved – Mike Kirk/Gordy Sauve
Modeling Tips and Shadow Box – Jim Payton
Enchanted With E-Units – Pat Lyons
Haulin' Powder River Basin Coal, parts 1 & 2 – Gary Oudenhoven
Chicago Great Weedy – Submitted by Bob Todd



The Waupaca Passenger Station by Mike Kirk

Waupaca Historical Society confers Historical Designations

Thanks to the efforts of Mike Kirk railroad history in the Waupaca area will be preserved for generations to come. At the February 2007 meeting of the Waupaca Historical Society, the group approved historical designations for the Waupaca Passenger Depot, the Waupaca Freight House and the Waupaca Electric Railroad Baggage Car.

Restoration to the Passenger Depot is currently underway. WAMR members have contributed to the restoration of the baggage car that had been abandoned after being used for a hunting shack and lake cottage. Mike personally purchased the freight house and has restored the building.

Bronze plaques have been ordered for each of these historical items.

Mike, who is the Project Manager for the depot restoration, is hoping to include a transportation and local industry history library at the passenger depot. He has started collecting items for that display. If anyone has items they wish to donate to the depot please see Mike. Future projects include a projection video system.

If you are interested in purchasing a print of the above picture, please see Mike. The historical society is considering using this print for a fundraiser.

In future issues look for pictures and articles dealing with the history behind each of these historical items.

Modeling Tips & Tricks

Expanding Small Scenes with Mirrors by Jim Payton

If you have a scene against a wall or backdrop that just doesn't look "deep" enough, you may be able to make it look deeper using a mirror. A few simple rules make it easy to effectively use mirrors:

- The mirror must be perpendicular to your road or track. This alignment ensures an almost visually transparent transition. Mirrors at an angle to rails and roads will make them look kinked.
- Make sure all edges of the mirror are obscured. Installing a small mirror at the end of a street that abuts a wall or backdrop will make it look like it goes on for a longer distance. The top can be covered by overhanging trees or an overpass. The sides can fit neatly between structures. Tree trunks or bridge abutments. (continued below)



The Last Run. The Shadow Box Jim Built for Linda Schober

- Be aware that lettering reflected in the mirror will appear backwards. Make sure to check your mirror placement to avoid this issue. One creative way to utilize this situation is to print signage in reverse. Place the reversed signs on surfaces that face the mirror, but are not visible from the front of your layout. Then when they are viewed through the mirror they will appear correctly.
- Smaller is better. The larger the mirror, the more unwanted reflections you'll have. A small mirror at the end of a city street will look a lot more convincing than a large mirror behind a steel mill complex.
- Place mirrors at an angle to the edge of the layout so visitors can't look directly into them.

Enchanted With E-Units

By Pat Lyons

Jan may not be able to tell us why he is fascinated F-units but I know why I am enchanted with E-units. Those of you that have seen my layout know I am extremely interested in passenger trains. The choice of a railroad to model was driven by the knowledge that the NP and GN passenger trains were pulled by CB&Q power between the Twin Cities and Chicago down the East bank of the Mississippi River in Western Wisconsin. The Empire Builder and the North Coast Limited are as much at home on my railroad as the stainless steel Budd cars that were characteristic of the Twin Cities Zephyr. Standard motive power for these trains in the post WWII era was the sleek E-unit.

E-units differed from F-units in several respects. First, they were designed primarily for passenger operations. Second, they were 70' 3" long, almost 20' feet longer than F-units. Third, they had twin prime movers. Fourth, they rode on a three axle, AIA trucks (there was no traction motor on the middle axle).

Finally, the nose profile changed during the production cycle of these locomotives. The E2 used by the UP and partner railroads on the "City" Streamliners had a higher, rounded nose rather than the slanted nose of other early E-units. With the E7 the slant of the nose changed to more closely resemble that of the F-unit. The nose profile of the F-unit went unchanged during the production of the various models of these units.

The first EA went into service on the B&O. #51 is on display at the B&O Museum in Baltimore, MD. Early models were limited in production and in many cases used exclusively by one railroad. For example, the stainless steel E5 was used only by the CB&Q while the E4 was used only by the Seaboard Airline RR. Production was put on hold during WWII. Production reached its peak in the years immediately following WWII as railroads sought to replace worn-out equipment and upgraded their passenger fleets with new motive power to go with the new cars that were being purchased. (See Chart Below) The last E-units were produced in 1963. By this time passenger operations were in decline as the traveling public turned to air travel following the introduction of the jet transports.

EMD E-Units

MODEL	YRS PRODUCED	HP	PRIME MOVERS	NO. BUILT	
				A UNITS	B UNITS
EA	1937-1938	1800	Winton 201A	6	6
E1	1938-1938	1800	Winton 201A	8	3
E2	1937	1800	Winton 201 A	2	4
E3	1939-1940	2000	567	17	2
E4	1938-1939	2000	567	14	5
E5	1940-1941	2000	567	11	5
E6	1939-1942	2000	567	92	26
E7	1945-1949	2000	567A	428	82
E8	1949-1953	2250	567B	421	39
E9	1954-1963	2400	567C	100	44

Haulin' Powder River Basin Coal

Part 1 of 3

By Gary Oudenhoven

As a newbie to the WAMR railroad club, my plan is to share with its members some of my research for those eras and specifics I plan to model. I won't guarantee to be 100% accurate but I will use publications, books and Internet to the best of my ability to tell the story. If you have additional information, please share that with me. This club has a wealth of skill and knowledge that just amazes me.

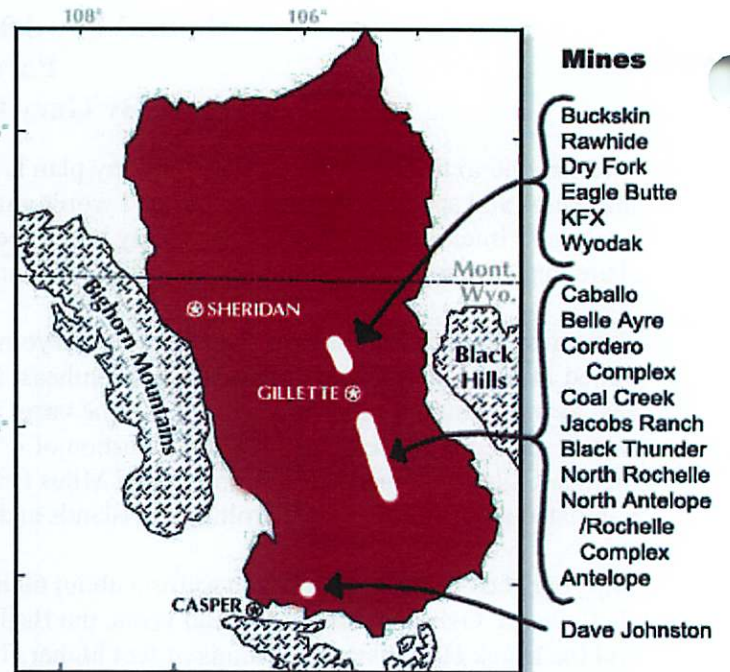
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The coal beds of the region began to form about 60 million years ago when the land began rising from a shallow sea. Over the next 14 million years, the Basin rose to its present 3,000 feet, with the Big Horn Mts. and the Black Hills rising thousands of feet higher. The climate was subtropical averaging 80°F with rainfall of 120 inches per year! Palm trees and crocodiles were common!

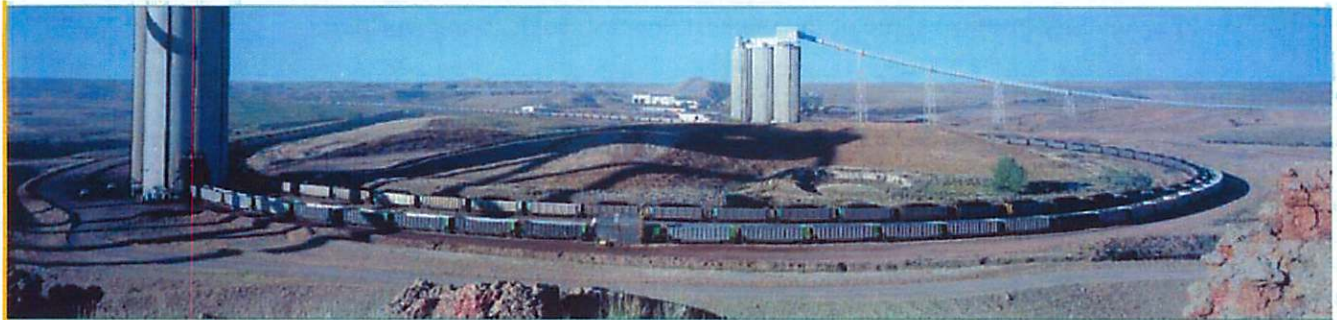
Due to the heavy rain and few rivers to carry the water away, the flat basin floor was a series of swamps and lakes for some 25 million years-the coal forming period. The swamps were so large that no sediment could get past the outside edges leaving the central portions free to accumulate pure peat. It was this clean peat that would eventually produce some of the thickest, low ash coals in the world.

Periodically the layers of peat were covered with sediments washed in from nearby mountains. Eventually the climate became drier and cooler. The basin filled with sediment and buried the peat under thousands of feet, compressing the layers of peat and forming coal. Over the last several million years, much of the overlying sediment has eroded away, leaving the coal seams near the surface. Coal underlies 54% of Wyoming or 53,000 square miles. The coal beds of the Powder River are famous for their thickness with the average of 80 feet thick but some up to 280 feet thick and generally close to the surface. Other parts of the country are only 5 and 10 foot thick seams.





Trucks the size of a house haul 400 tons of coal, About 2 dozen trips will load a 100 car unit train. The coal is hauled over to crushers that reduce the coal down to pieces 2 inches in width. It is then stored in towers.



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The low sulfur and ash content of the coal in the region makes it very desirable. This Powder River Basin coal only has a heating value 8,500-8,900 btu/lb as compared to eastern coal that has 11,000-12,000 btu/lb heating value. The eastern coal (Appalachian) has high sulfur which contributes to acid rain unless expensive air emission scrubbing equipment is utilized. Much of the output of the basin's mines is used to fire over 130 electric power plants in 27 states. It is estimated that 20 pounds of coal per day is used by the average person in the USA. A pound of coal will generate enough electricity to light ten 100 watt light bulbs for an hour. In recent years over 350 million tons of Powder River Basin coal has been mined annually, more than 25% of the total U.S. production and growing. More than eighty train loads of coal, which vary in size from 110 to 150 cars, are shipped from Wyoming mines each day. It is estimated that there is about a 200 year reserve of Powder River Basin coal. That coal is hauled out of Powder River Basin by BNSF and UP. See <http://www.bnsf.com/markets/coal/index.html> or <http://www.uprr.com/customers/energy/sprb/updates.shtml> for additional info. Also use Google Map or Map Quest in satellite view. You can actually see cars on the tracks.

Next issue will continue with Part 2 to describe the unit trains that Wisconsin Public Service utilizes to transport Powder River Basin coal that generate about 65% of its electricity for its customers.

Haulin' Powder River Basin Coal

Part 2 of 3

By Gary Oudenhoven

Last issue discussed how Powder River Basin coal was formed and mined. This issue will discuss the unit trains that deliver the coal to Wisconsin Public Service either at its Pulliam plant at the mouth of the Fox River in Green Bay or the Weston Plant that is just below Wausau on the Wisconsin River. Pulliam plants uses bottom hopper cars. Weston uses the gondola style cars that are rotary dumped.

Currently, Wisconsin Public Service has 7 unit trains that it owns and leases another 2. The leased unit trains were brought on in recent years due to increased electric demand, the longer turnaround (some due to flood damage out west) and cost reductions to minimize coal storage piles at the plants.

The details of those unit trains from oldest to newest are:

1) Two sets or cars WPSX 101-232 were made in 1981 by ACF, with 206 cars remaining. These cars will average about 105 tons each of coal to Weston and are known as Coalveyor Bathtub (all steel) gondolas. ACF was originally known as The American Car and Foundry Company and was formed in 1899. In 1955 ACF Industries, Incorporated became the new name for American Car and Foundry. Over the years railcar manufacturing and leasing were the major forces in ACF's economic growth and stability. ACF has weathered many changes and has emerged as a leading manufacturer of railcar parts and sub-assemblies. ACF Industries LLC became a successor to ACF Industries, Incorporated on May 1, 2003. ACF Industries LLC is headquartered in St. Charles, Missouri, with manufacturing facilities located in Huntington, West Virginia and Milton, Pennsylvania. See <http://www.acfindustries.com/> for further information.

For model railroaders, Atlas came out with this car as first release in June 2002 with various road names in HO, N and O scale. The WPSX blue ended car to date has seen 3 sets of 12 of these HO cars with releases in March 2003, October 2003 and September 2005. My collection is only missing one sequence but I have also expanded it up to 63 cars and I am in the process of renumbering duplicates and weathering them. No other manufacturer has released a HO WPSX coal car unless a modeler wants to custom paint/decals.



2) Three sets or 370 cars of the Trinity 3 pocket hopper steel cars that were built in 1992. These cars are black with the yellow ends and each holds between 100 and 112 tons of coal. Trinity Industries got its start making household butane and propane tanks. It is headquartered in Dallas and has become the nation's largest railcar manufacturer and a leading builder of inland barges, highway guardrails, tanks, wind tower and metal components in the United States and Mexico. See <http://www.trin.net/>

3) One set of 127 all aluminum Bethgon Coalporter gondola cars. Each car is black with an apple green end and holds about 120 tons. They were manufactured in 1994 by Johnstown America that in 2004 was renamed to FreightCar America since 2004. The original company started in 1852 as Cambria Iron Co. in Johnstown, Pennsylvania. They soon became the nation's largest iron and steel foundry and made its first mining cars in 1901. Their website has an interesting time line with pictures as http://www.johnstownamerica.com/about/abt_history.htm

4) One set of 147 four-pocket hopper cars built in 1996 from Johnstown America. Each car can hold about 116 tons and are black with orange-red end. Their topsides are aluminum with steel underside carriage.



5) Leasing one set of 119 Aluminum Bethgon cars built in 1999, leased since 2004. They have yellow ends with the rest as natural aluminum and hold 120 tons.

6) Leasing one set of 140 aluminum Bethgon cars built in 2006, leased since 2006. They likewise have yellow end with the rest as natural aluminum and hold 120 tons each.

Wisconsin Public Service and Dairyland Power Cooperative plan to purchase 3 sets of 138 cars or a total of 414 all aluminum Bethgons from FreightCar America by the end of 2007. They will each hold about 120 tons of coal and will have a bright orange (almost fluorescent) end.

The WPS unit trains out of Wyoming all head east thru Omaha by UP or BNSF. The trains going up to Wausau go about half way through Iowa before heading up to Minneapolis. There about half use the CP line down through LaCrosse to New Lisbon up to Junction City and finally to Weston. The other half use the CN line through Withrow to Owen to Marshfield to Junction City and then up to Weston. The coal trains to Pulliam plant in Green Bay go thru Chicago.

The final installment or Part 3 will describe both Weston and Green Bay power plant locations, the unloading and the processing/use of the coal.

WAUPACA AREA MODEL RAILROADERS

Bob Schober Memorial Library

Library and Other Materials Available for Members Use - January 2007

These items are located at Roger Hildebrandt's house

Items available for club member use:

- 60 cup coffee maker
- 6 quart Nesco
- 40 Six foot long folding tables
- Waupaca Electric Light and RR Trolley Car - Full Size
- Digitrac PR-1 Decoder Programmer Software in a Packard Bell Computer
- Digitrac PR-1 Decoder Programmer Software in a Laptop Computer
- Car Scale
- Brass Steam Engine - Pacific Fast Mail 4-8-2 Soo Line
- WAMR Observation Passenger Car, the OC Deveraux 206.

Magazines/Articles

- Vintage Rails Magazines 1997, 1998, 1999
- Files box with lots of how to articles and info on assorted subjects related to railroading.

Books

- HO Model Railroading Handbook by Robert Schleicher
- Small, Smart and Practical Track Plans - MR
- 48 Top Notch Track Plans - MR
- 101 Track Plans by Westfall/Kalmbach
- 18 Track Plans by John Armstrong
- HO Layouts for Every Space - Atlas
- Wiring your layout - Atlas
- Bridges & Trestles - MR
- The Locomotive Portals by Bohn/Petschels (hardcover)
- HO Trackside Structures You Can Build - MR
- Scenery for Model Railroader by Bill McClanahan
- Scenery - 3rd Edition by Robert Schleicher
- 303 Tips Detailing/Scenery/Structures by Dave Frary & Bob Hayden
- Detailing Tips and Techniques - MR
- Guide to Tourist Railroads and Museums 2000 by Trains Magazine

Tapes/Videos

- Jim Koontz of Waupaca Tapes. 1993 to 1996 mainly WC at various locations. Includes the Weyauwega derailment. 15 Six hour tapes.
 - 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
- The White Pass & Yukon Railroad - Rotary #1 - 24 minutes
- Norfolk & Western 1218 Steam - Pentrex - 30 minutes
- Diesels, Diesels, Diesels - 30 minutes
- Steam in the 50s, Volume 3, Green Frog - 60 minutes
- Grand Canyon Railway - 30 minutes
- The Railroad Modeler - 30 minutes
- Video Boxed Set (7 VHS tapes) - 6 3/4 hours
 - Vol #1 - An Introduction to the Railroad in America; Last of the Giants, 225,000 Mile Proving Ground
 - Vol #2 - Flight of the Century; Science Rides the High Iron
 - Vol #3 - Operation Fast Freight, Steam Train Wrecks of the 20s; The Steam Locomotive
 - Vol #4 - Power Behind the Nation; Clear Signal

WAUPACA AREA MODEL RAILROADERS
Bob Schober Memorial Library

Library and Other Materials Available for Members Use - January 2007, page 2

Tapes & Videos (continued)

- Vol #5 - Lifeline of a Nation; The Fright Train; Snow on the Run
- Vol #6 - Early Steam Trains; The Milwaukee Road; California Zephyr
- Vol #7 - B&O's 8000 Mile Birthday Party; Big Trains Rolling

- Video Boxed Set (10 VHS tapes) - 9 hours
 - Vol #1 - Canadian Steam
 - Vol #2 - Steam Giants across America
 - Vol #3 - Twilight of Steam
 - Vol #4 - Steam Short Lines of the South
 - Vol #5 - Classic Steam of the 20s to 40s
 - Vol #6 - Steam in the 50s
 - Vol #7 - Steam in the 50s & 60s
 - Vol #8 - Colorado Narrow Gauge
 - Vol #9 - Colorado Steam
 - Vol #10 - Cass & Mower Logging Trains.

Member Checked out to: _____

Date Checked out: _____

Date Returned: _____

"Chicago Great Weedy" by Alan Palm (submitted by Bob Todd)

Again come with me, though, sadly, to where once trod Giants of steel and steam.
Now their path is marked by the ashes of their passing.
Created by the hand of mortals, but appearing as from a Vulcanian forge.
Their hot breath stirred us, as today only their memory can.

Recall how from the west we'd hear staccato chant and winsome, lonesome wail?
Frightening the birds from tree and telegraph line roosts, sending deer scurrying at twilights ebb.
Under the steel reach of Rush Creek trestle, bandit masked raccoons paused from their busy foraging.

Now it approaches us, with great Cyclops eye diffusing through the Specter of ground fog rising and mingling with coal smoke and water vapor exhausts, ballast dust and trembling earth.
We give no tangible voice to the moment, tacitly sure these days of Autumn will endure.

But winter's fury came, sudden and harsh, too early for us, and fatally for the creatures of steel and steam.
As if a wisp of coal smoke they departed our haunts, leaving behind mere machines lacking flame, pale husks to attempt the work properly done by giants.
These too, in turn vanished, taking with, their tracks in time.

In those earlier days we often jested, of the weed subjects bowing homage to the winds of the passing train giants.
Unknowingly, we prophets out of time spoke of our Chicago Great Weedy, as one does fondly of a family member.
Other winds brought from the east the seeds of the prairie, reclaiming the soil.

Thus was the work of humankind undone, first by humans, then driven by the inexorable laws of nature, towards a chaotic state, not far different from the primordial.
Over ruling our frail objections, we were only witnesses to these transients in the space continuum, of this great, dynamic, cosmic trail.

0-6-0 USRA Steam Switcher. During World War I, Uncle Sam nationalized the railroads when they proved unequal to the task of moving massive amounts of men and material for the war effort. The agency that ran the trains was the United States Railroad Administration, or USRA, and one of its chief accomplishments was the creation of 12 steam engine designs that lasted for decades. According to the American Society of Mechanical Engineers USRA locomotives were "the first successful standardization of American motive power" – and the only standard design until the diesel era.

With 255 engines delivered to 23 railroads, production numbers for the government-issue 0-6-0 were the second-highest of any USRA design. And more than any other USRA engine, the six coupled switcher was found from coast to coast, from Maine to Texas, and on railroads, large and small. Owners were generally quite pleased with the quality of the government's design, and many 0-6-0s lasted into the 1950s. (Description from MTH Trains Volume 1, 2007 Catalog.)

SW-1 Diesel Engine. The birth of the SW1 in January 1939 was a historic moment for the Electro-Motive Corporation. The tiny switcher ("S" for six hundred horsepower "W" for welded frame) was EMC's first truly mass-produced loco, the first with Electro-Motive's own electrical gear, and the first mass produced engine powered by the 567 diesel motor – which would become the backbone of first-generation American diesel power. Popular with railroads large and small, the SW1 stayed in production for 15 years and many remained in service for three or more decades.

(Description from MTH Trains Volume 1, 2007 Catalog.)

**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
February through August 2007**

February 2007
1 Gordy
8 Arpad
15 Mike E/Mall
22 Roger Ops Session

March 2007

1 Eugene/Gordy
8 Gordy
15 Lynn D/Mall
22 Arpad Operating Session
24 Sat Randy/Dayna
29 Mike E/Pat Operating Session

April 2007

5 Gordy
12 Bob T Work Session
19 John Operating Session
26 Roger Operating Session

May 2007

3 Arpad
10 Gordy

17 Lynn D/Mike E
24 John Operating Session
31 Eugene Operating Session

June 2007

7 Lynn D/Mike E
14 Gordy
21 Mike E Operating Session
28 Roger Operating Session

July 2007

5 Arpad
12 Iola Car Show Set up
19 Gordy
26 Bob T/John P

August 2007

2 Arpad
9 Gordy
16 Lynn D/Mike E
23 Roger Operating Session
30 Arpad

MALL SCHEDULE:

Work Sessions: Every Tuesday evening 6:30 PM until?

Saturdays: Open House 10 AM until ? or close 5 PM: Feb 3,10,24, March 3, 10.

Other times by request of individual members: Talk to Pete.

SHOW SCHEDULE

February 17 & 18	Madison Train Show
March 17 & 18	La Crosse Train Show
April 28 & 29	Green Bay Train Show (Layout displayed)
June 16 & 17	Strawberry Fest
July 12 - 15	Iola Old Car Show
August 12	Golf Outing (Diane & Gordy's)
September 8 & 9	Marinette Train Show (Layout Displayed)
October 20 & 21	Marshfield Show/Division Meet (Layout Displayed)
November 10 & 11	Trainfest - Milwaukee
November 17 & 18	Duluth Museum Show (Layout Displayed)
January 19 & 20	Stevens Point Mall Show
January TBA	Christmas Party
May 9,10,11, 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, Bob T

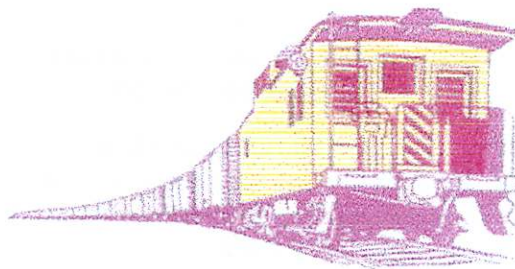
Membership and Internal Affairs: Arpad (Chairman), Pat, Mary, Gordy, Mike Kirk, Mike Eiden

Special Projects: Dana (Chairwoman), Lynn, Randy, John Poris, Mike Kirk (Trolley), Gary, Dave

Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene

Website: Gordy (Chairman), Randy, Dean

The Crummy
Official Newsletter of the
Waupaca Area Model Railroaders
Waupaca, Wisconsin
P O Box 337, Amherst, Wisconsin 54406
www.wamrld.com
wamrcrummy@yahoo.com



July 2007

2008 Midwest Regional Meet – Randy Williamson

The Waupaca Area Model Railroaders and Winnebago Division of the NMRA will be hosting the 2008 Midwest Regional Meet May 9 through 11, 2008. The meet will be held at the Best Western Grand Seasons Hotel Conference Center and Waterpark in Waupaca. Tentative plans include a tour of the Waupaca Foundry and evening operating sessions on Friday. Other events include clinics and layout tours. Watch the Crummy or Winnebago Division website www.trainstufflc.com for more information.

Website Update – Gordy Sauve

Some work has been done on the website including adding the club logo, and the Strawberry Fest and Model Contest Announcements. Thanks to all members who are adding or updating their page in the website. If you are having problems accessing your page, please let Gordy know.

Deadline for articles for the September Issue of the Crummy is August 1

Contributing Members

Strawberry Fest & Old Car Show Preparation Updates – Dennis Cook
Website Update – Gordy Sauve
Spring 2008 Regional Meet Update – Randy Williamson
Railroad Lingo – Bob Todd
Engine Description – Gordy Sauve (Description from MTH Trains Volume 1, 2007 Catalog)
Hawaiian Railroading – Dave Johnson and Gordy Sauve
Division Raffle Layout – Story by Pete Ugorek, Pictures by Bob Todd
~~Haulin' Powder River Basin Coal, part 3 – Gary Oudenhoven~~
Thank You – Megan Trierweiler
Golf Outing – Gordy Sauve
Modeling Tips: Reproduced from Walther's E-Update Newsletter – submitted by Jim Payton

Latest news down at the Shoefly & Strawberry Fest/Old Car Show Update - Dennis Cook

It is the busy time of year at the Shoefly and the latest breaking news comes from the Cook Interchange. The Tomorrow Valley Central has exercised its powers of Eminent Domain and taken over the building rights of James Cook's bedroom. Future housing construction was deemed unsatisfactory and too far removed in the future. With high demand for interchange usage from local merchants it has been deemed

necessary to proceed on a smaller scale. Toxic cleanup and debris removal commenced on May 1, 2007 with deadline for completion by July 31. Future construction dates will be posted. The TVC looks forward to working with all local interchanges.

With **Strawberry Fest** and **The Old Car Show**, WAMR will be busy in June and July. Strawberry Fest and the Model Show are coming together. The show this year will be more of a lay out show as several vendors will not be present. By strong demand the WAMR layout will be on display and running. Additions this year include an N Scale layout from Rice Lake (this group was next to WAMR in Duluth last year) and the "S" It Rums from Oconto. An S scale layout that Chic Hartert is involved with. Help will be needed for setting up on Friday, June 15th from 6 PM to 10 PM and on Saturday, June 17th from 7 AM to 9:30 AM. Two layouts will be on the stage and they will need assistance lifting modules.

Eugene will be supervising the Model Contest and Pete and Jan will supervise the layout/vendor area. There will be tables for our club members to sell items but it will not be as big as last year. Space is at a premium this year with the addition of our layout. Member help will be needed in setting up, running the food stand, conducting the model show and Sunday cleanup. I feel it will be a great show as much has been done to promote this year

The Old Car Show is only a one day auction this year on Saturday, July 14th. We will be parking cars on Friday and running a small food concession. Setting up will be on Wednesday and Thursday. I will be calling to go over the schedule. Since the auction is only one day our hours will be cut but there is time to make this up with Car Show work nights. Your hours need to get into our worker book, get them to Dennis.

Old Car Show Work Nights. On work nights show up at the Activity Building in back of Krause Publication. Head for the watch tower and the building is right there. Mary Schwartz, Joan Schultz or Gene Knutson will give you a job. Dennis Cook will be there also and can be found at the Activity Center or at the area of the auction. Cell number is 715-347-3295. Dennis will be there at 6PM. Keep track of your hours and make sure Dennis knows about them. **2007 WORK DAYS – NIGHTS. Everyone is invited to come out and work on the grounds to get ready for Iola '07. Monday, June 25, Monday, July 2nd, Monday, July 9th, Wednesday, July 11th**

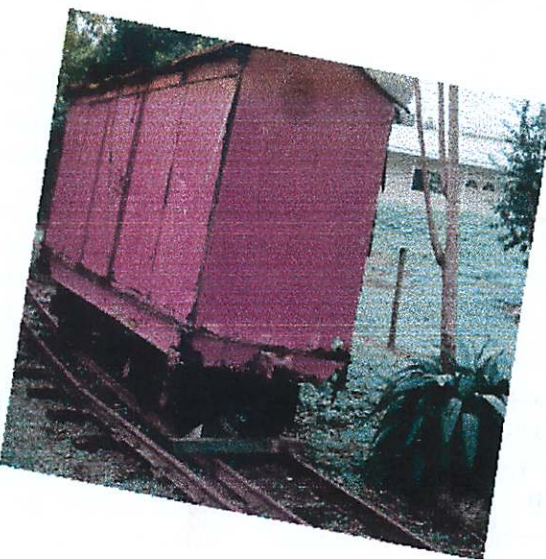
Railroad Lingo – Bob Todd (excerpts from the Glossary of Railroad Lingo are from **Railroad Avenue** by Freeman H Hubbard, 1945.)

- **Armstrong:** Old-style equipment operated by muscular effort, such as handbrakes, some turntables, engines without automatic stokers, etc.
- **Ashcat:** Locomotive fireman
- **Ballast:** Turkey or chicken dressing
- **Nickel Grabber:** Streetcar conductor
- **Muzzle Loader:** Hand-fired locomotive
- **Pelican Pond:** Place outside a roundhouse (down South) where there is much ooze and slime, caused by the fact that many locomotives are run thirty days without the boiler being washed out. The boilers are kept clean by blowing them out with blowoff cocks.
- **Peanut Roster:** Any small steam engine.
- **Shuffle The Deck:** Switch cars onto house tracks at every station you pass on your run.
- **Thousand-Miler:** Black satin or blue percale shirt worn by railroaders, expected to last 1,000 miles between washings. (The usual basis of a day's work was about 100 miles, so two shirts could easily last from one payday to the next).

Hawaii Consolidated Railroad.

The Hawaii Consolidated Railroad, begun on the big island of Hawaii in 1899. It was instrumental in building the Hawaiian commerce. Like many railroads it had its ups and downs during its 47-year history. Since it began prior to the Panama Canal, all Hilo's equipment was shipped in parts, arriving in Hilo after a four-month trip around South America's Cape Horn.

The islands were perfect for growing sugar cane. By 1860 there were 22 prosperous sugar plantations. The railroads were built to transport the raw cane to the mill and then the sugar and molasses to the wharf. By 1900 there were four common carriers on the three major islands and each sugar plantation had its own narrow gauge line. The Hawaii Consolidated, a standard gauge line, began life as the Hilo Railroad on the big island.



Notice the
standard and
narrow gauge
track in the
pictures.

Pictures were taken at the Laupahoehoe Train Museum located near Hilo on the Island of Hawaii.

During the Civil War demand for Hawaiian sugar soared due to the loss of sugar cane grown in Louisiana.

The trees cleared for the railroad and for sugar cane production became ties. The Hawaiian Mahogany Lumber Company produced ties for the plantations, the Hilo and Santa Fe railroads. They employed three Shay locomotives. Because the coastline presented shipping challenges Hawaii asked the federal government to build a breakwater. In exchange the railroad agreed to extend the road 50 miles up the east coast. This division had to cross deep gulches, depressions, steep hills and two 1400 high foot volcanos. They had to be crossed by filling, cutting, bridging and trestling.

Work on the first 12.5 miles was begun in 1909 with a completed coast of \$800,000 (today \$18 million). The next 21 miles took three years to build at a cost of \$106,000 (\$2.5 million) per mile. It has 211 water crossings, cuts that required moving over two million tons of lava rock, 3100 feet of tunnels (one tunnel approach was 2700' long), 29 wooden trestles and 13 steel bridges. All but one bridge was over 100' high, one was 1,000' long, and one had an 18 degree curve.

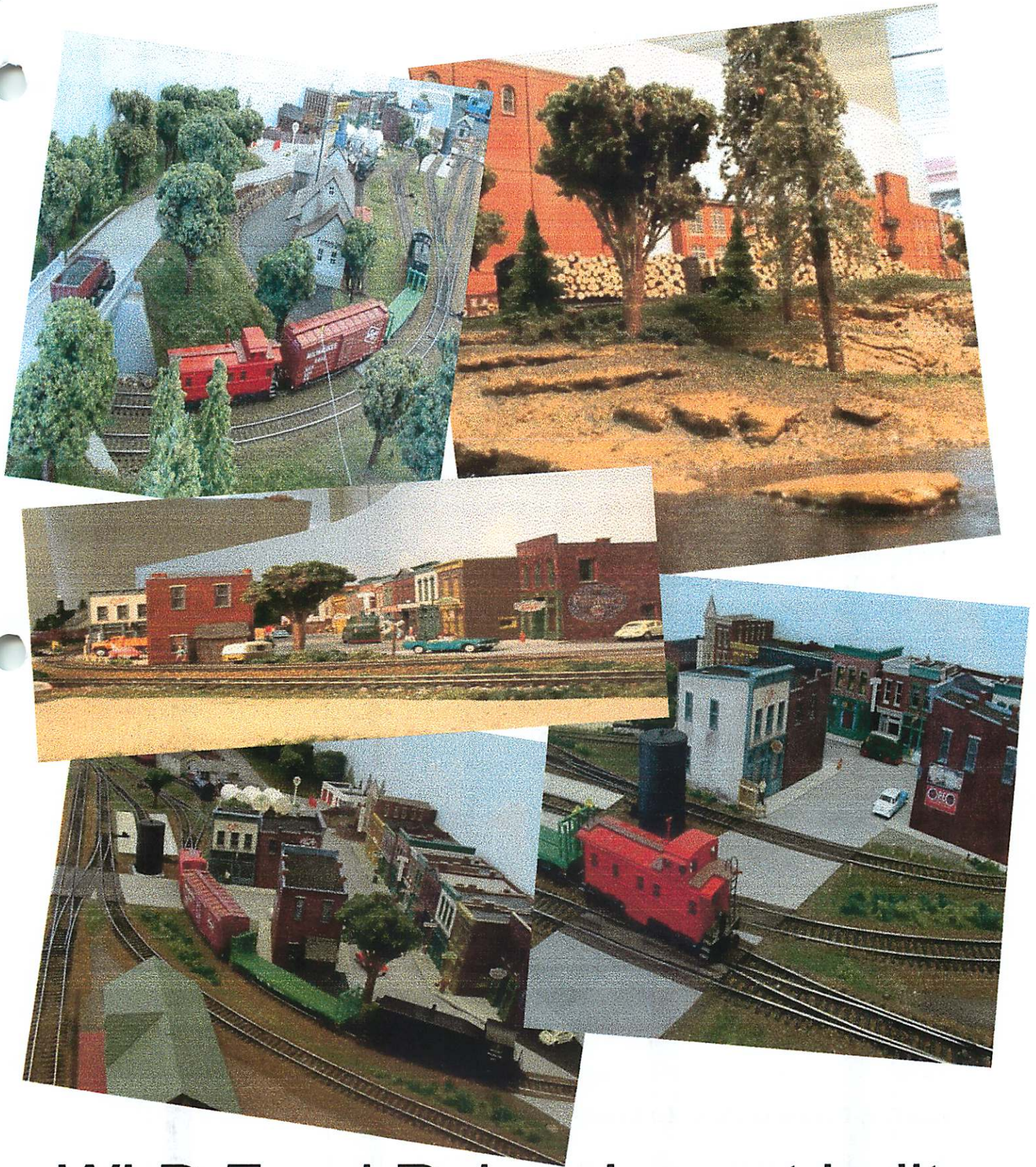
By 1913 the costs of the line put the railroad in receivership, just six miles short of its 50 mile goal. Cost of building the Hilo Railroad's 100 miles of track between 1899 and 1915 cost \$6 million (today \$137 million). In 1916 the bondholders, primarily plantation owners purchased the line for \$1 million. At this point the name was changed to the Hawaii Consolidated Railroad.

The scenery along the line made sightseeing trains very profitable and was run whenever a passenger ship docked. Views from the trestles were especially popular. Believe it or not, people were allowed to get out of the cars and walk around on the trestles and bridges. In 1923 600,000 revenue passengers were carried. However, the popularity of the automobile began cutting into revenues and in 1936 only 16,000 rode the Scenic Express.

Passenger cars were converted to carry bagrass, the fibrous residue of sugar cane used in ceiling tile. World War II saw passenger service balloon when the line was used to carry soldiers to the nearby Marine Training Camp. For the first time in its history the line looked like it would be out of debt. Then on April 1, 1946 50' high waves from a tsunami that originated in the Aleutian Island traveling at 512 miles per hour destroyed many of its trestles, bridges and water crossings. The damage was irreparable and the road went out of business.

- Information consolidated from a VCR: *Trestles, Tunnels & Tsunamis, The Story of the Hawaii Consolidated Railway* produced by Brella Productions, 1601 Simpson Street, Evanston, IL 60201.
- *Pictures and additional comments by Dave Johnson.*
 - Hawaii is the only state without freight train service.
 - Hawaii's only passenger trains as short tourist lines, one is the sugar cane train located on the island of Maui, and the other at the Kauai Plantation on the island of Kauai.
 - At one time the Hawaiian Islands had eleven railroads.
- Cost comparisons from www.measuringworth.com

Alco GE-IR Box Cab Diesel - Description from MTH Trains Volume 1, 2007 Catalog. While the 1350 hp Electro Motive FT was The Diesel That Did It – retired the steam engine – this was The Diesel That Started It. The 300 hp Alco-GE-Ingersoll Rand box cab was the first production Diesel-electric produced in North America. General Electric had been experimenting with internal combustion rail power for nearly two decades when, in the mid-1920s, it formed a partnership with Ingersoll Rand and Alco to manufacture Diesel-Electrics. GE made the traction motors and generator, IR made the diesel motor, and Alco built the mechanical parts. In the summer of 1925, the Central Railroad of New Jersey bought the first box cab demonstrator, and CNJ #1000 became the first production Diesel-electric owned by an American railroad.



WLD Fund Raiser Layout built by WAMR Club, April, 2007.

Raffle Layout a Big Hit!! By Pete Ugorek

As you know, our club agreed to build the 2007 NMRA Midwest Region, Winnebago Land Division raffle layout. The layout is constructed each year and raffled off at Titledown Train Show in Green Bay each April. We started the project in January of this year at the CenterPoint Market Place Mall in Stevens Point. We decided to build the layout in front of our portable layout setup in a storefront at the mall. That way, we hoped to get the general public interested in how a layout is constructed and what steps, time and talent is involved in model railroading. By mid-April the **Waupaca Area Model Railroaders** had completed the **Waupaca And Mosinee Railway**.

I believe we accomplished our goals. We had many people coming in to see what we were doing. In fact we saw many of the same faces time and time again. Each time they would comment or ask questions about the step we were working on and how much difference there was from the last time they saw the layout. Of course many of them asked why were building it. when we had such a big layout right behind us. When told it was to be raffled off, they wanted to buy tickets!! And this is just from the general public, not current model railroaders. Well, Dennis Cook thought that would be a good idea, and called the WLD to get us some tickets to sell. We felt that if we could sell one hundred tickets before Titledown, that would be great. As it was we sold 778 tickets while at the mall. We even had a people from as far away as St. Paul and Las Vegas send us money for tickets.

The layout was transported to Green Bay by Paul Pasowicz of Engine House Services so it could be viewed on WBAY TV's noontime show, and then setup at the Titledown show. The layout was set up next to WLD's booth at the show, and they sold raffle tickets there. Comments were made that the layout "is definitely museum quality"...."the layout is selling itself, we don't have to hawk tickets"...

"what a great job you guys did" and many other neat comments. The most recent information I have about ticket sales is that there where a little over 3100 tickets sold. The proceeds from the sale go toward promoting our fun loving hobby. Tickets sold at \$1.00 a piece or 6 for \$5.00. With an overall value of over \$3000, the winner, Guy Mayer of Granton, WI has got to be one happy modeler.

With the help of **Paul Pasowicz, Engine House Services, Galaxy Hobby of Plover, Digitrax Inc.**, and donations of rolling stock and other various materiel by our members, we were able to produce a FUNtastic layout for a good cause and for someone to enjoy operating.

I want to extend a big THANK YOU to the many members of our club who donated their time and talent to making this project a very big success. A special THANKS goes to Bob Todd, who spearheaded the design and construction of the layout and spent many 8 hour days at the mall!!!

It was so much FUN, maybe we'll do it again....

Railfair, Copeland Park, La Crosse, Saturday, July 21, 2007.

Rail Fair – Show – Flee Market – Swap Meet for model railroaders. This show traditionally has hosted vendors from six states offering over 200 tables for railroad items. There will also be a BNSF locomotive display at the North La Crosse yard as well as CP exhibits and displays. Proceeds are used to maintain and restore the La Crosse Short Line railroad display in Copeland Park. For more information call Mark Hamre (608) 784-0036 or Phil Lamke (608) 582-4761.

A Big Thanks by Meghan Trierweiler

To my train buddies. Thank you for buying things from my fund raisers. The money went to help my school. Thanks again,

Love, Meghan

W-h-a-m-m-e-r Time Again! It's time to park the trains and play cow pasture pool .at...

The WAMR Golf Outing, Starting at 1 PM on, Sunday, August 12, 2007

It's time to come and enjoy the Waupaca Area Model Railroader's only non-railroading outing. Even if you haven't golfed since the last 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.

As in the past, meat, buns and drinks will be provided. During the Christmas Party it was decided to change the "dish to pass" part of the "banquet" to eliminate our usual over abundance. Linda and Virgy have volunteered to coordinate that "banquet". Please call them at Virgy (258-8218) or Linda (256-9111). Please let them know as soon as possible, but hopefully no later than August 9th, so we have enough meat and O'Douls. It would be helpful if everyone brought lawn chairs for themselves.

We will also be treated to another Roger and Arpad show.

When the Dust Has Settled: Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc. Submitted by Jim Payton

Dirt roads are everywhere, but they can be tricky to model. Take a look at the prototype; when they're dry they usually have a "dust zone" along their edges. Creating a believable dust zone is easy thanks to weathering chalks and airbrushes.

Unless a road is beaten into red or dark brown clay, its surface will likely appear light tan or almost white because the surface rocks and gravel are continually being crushed under car tires. The road will not usually appear the same color as surrounding dirt areas unless it's wet.

Powdered dirt kicks up in the wake of passing vehicles and drifts down onto plants and anything else lining the edges. Using a light overspray of a weathering paint mix will help blend the road surface into its surroundings.

The easiest way to do this is to mix up a batch of non-opaque paint using 75% clear flat finish and 15 to 25% light dust-colored paint (use white if you're modeling a limestone road, light flesh color if for red clay, or tan for dark clay). Airbrush a light fine spray to your road surface and extend the coverage about a half-inch out from the edge on a typical HO road. Along the edges, don't apply a thick coat with full coverage; you want it to look like dust has settled on the vegetation.

If you don't have an airbrush, you can achieve a similar look using weathering chalks. Choose powdered chalk that's close to the colors mentioned above and apply it liberally to the road surface and its dust zone. This won't be entirely permanent unless you can overspray it with a fixative like clear flat finish or hairspray; but keep in mind you might have to make several applications of chalks to achieve a realistic effect as the oversprays will darken the color of the chalk.

**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
February through August 2007**

February 2007		11	
1	Gordy	17	Lynn D/Mike E
8	Arpad	24	John Operating Session
15	Mike E/Mall	31	Gordy
22	Roger Ops Session		
March 2007		June 2007	
1	Eugene/Gordy	7	Lynn D/Mike E
8	Gordy	14	Gordy
15	Lynn D/Mall	21	Mike E Operating Session
22	Arpad Operating Session	28	Roger Operating Session
24 Sat	Randy/Dayna	July 2007	
29	Mike E/Pat Operating Session	5	Arpad
April 2007		12	Iola Car Show Set up
5	Gordy	19	Gordy
12	Bob T Work Session	26	Bob T/John P
19	John Operating Session	August 2007	
26	Roger Operating Session	2	Arpad
May 2007		9	Gordy
3	Arpad	16	Lynn D/Mike E
10	Eugene Operating Session	23	Roger Operating Session
		30	Arpad

MALL SCHEDULE: Work Sessions: Every Tuesday evening 6:30 PM until Strawberry Fest
Saturdays: Unscheduled. If interested in a Saturday talk to Pete.
Other times by request of individual members: Talk to Pete.

SHOW SCHEDULE

June 16 & 17	Strawberry Fest
July 12 - 15	Iola Old Car Show
August 12	Golf Outing (Diane & Gordy's)
September 8 & 9	Marinette Train Show (Layout Displayed)
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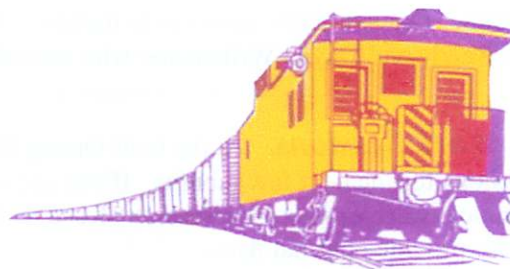
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www.wamrld.com
wamrcrummy@yahoo.com
(715) 824-3233



Gordy Sauve, Editor

September 2007

W-h-a-m-m- 'e-r Time Again!

It's time to park the trains and picnic. Play cow pasture pool, frizby, horseshoes, walk in the woods, or just jaw at...The WAMR Picnic and Golf Outing, Starting at 1 PM on, Sunday, August 12.

It's time to come and enjoy the Waupaca Area Model Railroader's only non-railroading outing. Even if you haven't golfed since the last 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.

New - this year are how food will be handled. Please see the article below. Please let us know as soon as possible, but hopefully no later than August 9th, so we have enough meat and O'Douls. It would be helpful if everyone brought lawn chairs for themselves.

We will also be treated to another Roger and Arpad show.

Diane & I hope to see you all there.

WAMR Picnic & Golf Outing Potluck — Linda Schober and Virgie Hildebrandt

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, or an over abundance of food, Linda and Virgie will be coordinating menu items. Items needed include: **pickles, chips & dip, beans, cheese tray, potato salad, fruit salad, veggie tray, desserts.** Please call either Linda or Virgie and tell them what you are going to bring. You can reach Linda at (715) 256-9111 or email is linda-schober@sbcglobal.net. Virgie's number is 715-258-8218. She can be reached after 6 PM.

Contributing Members

Picnic & Golf Outing – Gordy Sauve

WAMR Potluck – Linda Schober & Virgie Hildebrandt

Condolences

Thursday Work Session Schedule Update – Gordy Sauve

Modeling Tips: Reproduced from Walthers E-Update Newsletter – Submitted by Jim Payton

More Railroad Lingo – Bob Todd

Larry Hildebrandt Scholarship Report – Roger Hildebrandt

Thoughts on Strawberry Fest & Words of Wisdom – Roger Hildebrandt

Berkshire Steam Engine Facts – Description from MTH Trains, Volume 1, 2007 Catalog

Modeling Tips – Reproduced from Walthers E-Update Newsletter.

History of the Fremont and South Park Railroad by Lynn Draper; as told to Dave Rickaby

Why Men and Women are the way they are – Gordy Sauve

Sticks & stones may break my bones, but names will never hurt me! – Gordy Sauve

Waupaca Electric Light & Railway Baggage Car – Gordy Sauve & Mike Kirk

Strawberry Fest and Old Car Show Update – Dennis Cook

Piggy- Back is not a New Concept – Gordy Sauve

Condolences. Our sympathy goes out to members Mike and Mary Eiden who recently lost their father, and to Randy and Dayna Williamson who recently lost Randy's mother.

Thursday Work Sessions. At the Golf Outing Business meeting we will be scheduling work and operating sessions for the next few months. If you are not going to be able to attend the golf outing and want to schedule a work or operating session please let Pete, Roger, or Arpad know. To make it easier to schedule please provide optional dates.

Modeling Tips & Tricks – Reproduced from *Walthers E-Update Newsletter*. Courtesy of Wm K Walthers Inc - Submitted by Jim Payton

Grab Irons for Freight Cars. Installing wire grab irons on freight cars is a great way to add realism to your fleet. Wire or etched-metal grab irons are available in all scales and in many cases are included with the model. Adding them is easy if you follow a few simple guidelines.

To add wire grab irons to cars with drill starter points, make sure you have a small drill (most manufacturers recommend #78 to #80), pin vise with a swivel handle, a push pin or a sharp hobby knife and, if you need it, a good magnifying lens or visor. First, locate the starter points molded on the body; usually these have bolt detail above or below them. These are very fine details, so you might have to use magnification to see them. Next, use the push pin or a sharp knife tip to poke a starter hole in the paint surface at the center of the hole. Carefully drill the hole. Tip: don't apply too much pressure to the drill or you'll break the bit, just be patient and let the drill do the work. Once you have the holes drilled, insert the grab iron. Secure it with a small drop of CA applied from the inside of the model. Use a flush cutter or similar cutting tool to remove excess wire so the shell will fit back on your chassis or frame.

Exterior Building Lights. Installing outside lights on factory buildings goes a long way toward adding authenticity to your industrial scenes. Lights attached to the exterior of the building increase security and employee safety. Here are a few places where industries add outside lighting:

- **Parking Lots** - Smaller lots have lights mounted on factory buildings focused on the parking area. Larger lots often have freestanding lamp posts.
 - **Loading Docks** - If the loading dock has an overhead canopy, hanging lamps are usually suspended under the canopy above each door. Open-air, unsheltered docks are lighted by wall-mounted "gooseneck" lights.
 - **Truck Bays** - A wall-mounted light above the bay may be present, but if the dock has a diaphragm, lights are usually absent. A wall-mounted flashing red or green signal light may be located on the driver's (right) side of the door.
 - **Front Entrance Walkways** - Most factories have a public entrance leading to the office. A light underneath a canopy is typical. If there is landscaping in front, add decorative street lamps along the walkway.
-

More Railroad Lingo: from *Bob Todd* (excerpts from the Glossary of Railroad Lingo are from *Railroad Avenue* by Freeman H Hubbard, 1945.)

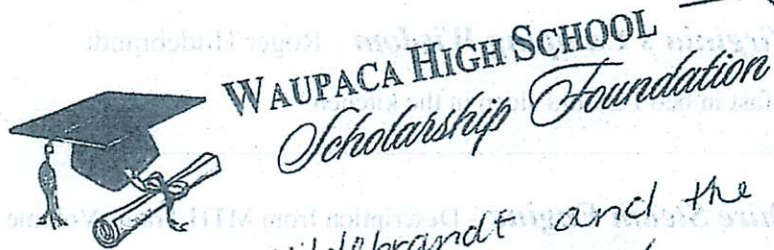
- **Bake Head** – Locomotive fireman. Also called bell ringer, blackie, and many other names.
- **Beehive** – Railroad yard office
- **Banjo** – Fireman's shovel; old-style banjo-shaped signal

Kimberly Allen Wins This Year's WAMR Scholarship – Roger Hildebrandt

This year's Larry Hildebrandt Memorial Scholarship given by the Waupaca Area Model Railroaders was awarded to Kimberly Allen. Kim, who will be attending the University of Wisconsin – Fox Valley sent the very nice thank you reprinted below. The scholarship fund has now awarded scholarships amounting to \$3,030.00.



Kimberly Allen



WAUPACA HIGH SCHOOL

Scholarship Foundation

Dear Mr. Hildebrandt and the
Waupaca Model Railroad,
my name is Kimberly Allen
and I am the recipient of
your scholarship and I
wanted to express my
gratitude for the money
as every penny helps.
Thank you for everything
and I will be using it
towards my education at
UW-Fox Valley for an
associates degree to further
my education in the art
field. Thanks again, it
is much appreciated!

-Kimberly
Allen

Thank You



for Supporting Our Future!

Thoughts on Strawberry Fest 2007 – Roger Hildebrandt

Well folks! I am almost lost for words. You all are getting good at this. It went like a well oiled machine all week-end. There was a good mix of layouts and sales tables. The model contest is growing, the food was great, the weather turned out OK and I managed to sell the last of dad's stuff.

For several days after the show people were telling me about the layout they saw at the show. They just could not get over the detail and how realistic it looked...even the beach on the river. Thomas the Tank Engine layout got a good workout too.

You can give yourselves a pat on the back for a job well done.

A Little of Virginia's Camping Wisdom – Roger Hildebrandt

"If I want breakfast in bed I should sleep in the kitchen."

2-8-4 Berkshire Steam Engine – Description from MTH Trains Volume 1, 2007 Catalog

In the 1920s, increased competition meant that railroads had to come up with new ways of doing business if they hoped to remain successful. Up to that time, most freight was moved by connecting as many cars as possible to a locomotive and having the steam engine heave and drag them along (called a "drag freight"). Some railroads decided to compete more effectively by increasing the speed, not the capacity, of their freight trains. The Lima Locomotive Works' 2-8-4 Berkshire, introduced in 1924 and named for the Massachusetts mountains where it was demonstrated, helped make this happen. The Berkshire was dubbed a "Super Power" engine because its larger firebox grate and other related elements (which necessitated the 4-wheel trailing truck) greatly increased the engine's steam-making capacity. And more steam capacity means more power and more speed. In all, 611 Berkshires were built for several railroads. They were a huge success and remained in service on US rails until 1958, well into the diesel era.

Modeling Tips & Tricks – Reproduced from Walther's E-Update Newsletter. Courtesy of Wm K Walther's Inc

Company Colors

In order to save on engineering and design costs, and to take advantage of economies of scale, railroads (and other companies) have traditionally used standardized plans and materials. One area that is most obvious along the rails is "company" color schemes for wood buildings. Colors used were typically cheap, plentiful and fade-resistant with Oxide/Box Car Red very common. If the structures were brick, their window sash usually matched that of wooden buildings and the brick was left unpainted.

An easy way to add realism along your right-of-way is to apply a standard company color scheme to your railroad's trackside buildings. Here are a few common color combinations used by prototype railroads:

- Yellow and Oxide Brown
- Cream/Off White and Green
- Two-Tone Gray
- Oxide Brown and White
- Red and White

Into the 1970s, company color schemes for structures were still fairly common, but since then railroads have merged and many structures have been razed or sold and restored by outside concerns. Today, however, a few roads still paint remaining structures in uniform schemes.

Lynn Draper's Fremont & South Park Railroad: Written by Dave Rickaby

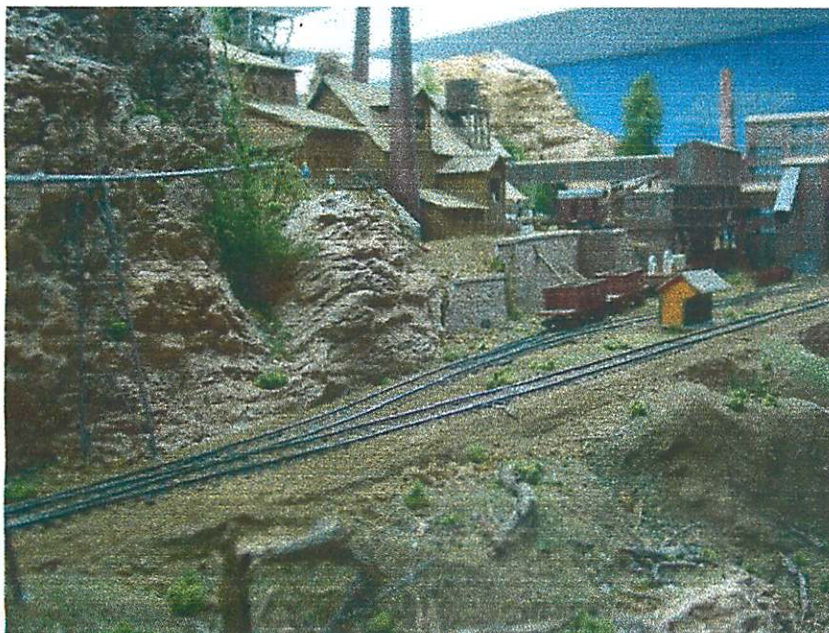
Lynn built a fictional railroad set in Colorado in the last half of the 19th century and the first half of the 20th Century. Borrowing upon known history of the region that he is modeling, his railroad is supported by a plausible story. Freelancers write their own history. Although prototype and prototype freelancing modeling have their own very good and legitimate points, freelancers are able to create whatever they want and, in whatever era they choose.

So now, let's take a ride back in our model railroading virtual time machine and explore Lynn's freelanced Fremont & South Park Railroad.

Fictional History

The story of the Fremont & South Park Railroad had its humble beginnings with the arrival of the Baron & Baroness Von Draper, of Boston Massachusetts, to the small Colorado community of Fremont. Legend has it that Baron Von Draper, whose bloodline dates back to the first King Arpad, was thirteenth in line to the Hungarian throne.

Lured by a fascination for adventure and seeking his fortune, Von Draper staked out and purchased 200,000 acres of timberland. Adequate transportation from his logging camps to his sawmill at Fremont and then to the outside world was poor at best. Rumors were afloat that the Union Pacific Railroad had some interest in building a line to South Park over Fremont Pass, but their surveyors had yet to find a suitable route. The Baron knew of a possible route through his timber holdings. Seizing the opportunity, he left with his own survey team to plat it out. During the expedition, he discovered a deposit of gold and silver ore near his proposed right-of-way. He made plans to open a mine that he later named the Jenny Lee, after his daughter.



Once the survey was completed, he filed papers for construction of his own railroad, which he aptly named the Fremont and South Park. He hoped to lure the Union Pacific into a partnership. Because the Union Pacific wanted a connection with the Denver and Rio Grande at South Park, the Union Pacific backed the building of the Fremont & South Park as a subsidiary and had trackage rights over the line. Von Draper's sawmill supplied the ties, and timbers for all of the trestles and bridges the line required. The line was completed in the Spring of 1872 and saw the first train over the pass on May 31st.

The Barron's sawmill, logging operations, and mine brought jobs, people, and prosperity to the region and to himself. He built Von Draper Manor in Fremont proper, and laid out the town that included his bank, the First National Bank of Fremont. Loans for building the three and four story downtown businesses and homes for the townspeople were readily available at a reasonable return. The Barons wife, Lady Cynthia, commissioned the building of the Royal Palace Hotel, the grandest hotel outside of Denver. Lady Cynthia wanted dignitaries, travelers, and their friends who visited Fremont to have a luxurious and genteel place to stay. The railroad and the town prospered, but prosperity also seems to draw those people who seek to take their own piece of the proverbial pie, albeit illegally

The Great Train Robbery (well almost!)

The Wild West was full of legendary tales of desperate outlaws and their dastardly deeds, and the region around Fremont Pass was home to the worst of the bunch. In fact, they were called the Wild Bunch. Once headed up by the now incarcerated "Wild Willie" Wilde, a rider with Quantrill's Raiders during the War, his number two man, "Big Pete" Ugorik now runs the show. Their cam padres include the likes of Jan "Big Tree" Whaler, Eugene "Two" Much (nicknamed to delineate him from his twin brother Eugene), the ladies gentleman Gordy "Rico" Suave, and Andy "Little Red" Hildebrandt. This gang was known to have committed over 15 bank holdups and train robberies.

The Fremont & South Park Railroad scheduled a payroll train for the first of each month. That predictability made the train ripe for the picking. The Wild Bunch laid plans for their assault. Unbeknownst to them "Little Red", who was working undercover for his grandfather, U.S. Marshal Roger R. Rodgers, had infiltrated the gang. The gang's plan was relayed to the U.S Marshal by "Little Red", and a trap for their capture was set.

On the morning of Monday, June 1st, 1881, the payroll train left Fremont. The gang had greased the rail on an S curve grade near the High Trestle between Clear Creek and the Jenny Lee Mine. The Wild Bunch laid in the weeds ready to spring upon their prey. As the train approached, the locomotive hit the grease and slid to a stop. Deputy marshals were hidden in the rocks above and behind them. As the desperados approached the mail car the door sprung open and Roger R Rogers and 12 deputies jumped the outlaws while the deputies in the rocks came out and surrounded them.

The next day, the Fremont Herald's headlines read "Wild Bunch Caught A "Little Red" Handed!" For his part in the capture, Baron von Draper granted Andy a permanent residence in the Presidential Suite at the Royal Palace Hotel. The rest of the Wild Bunch were granted permanent residence as well, but in the State Penitentiary where they were reunited with their former leader, "Wild Willie".

The End of an Era

As more mines were being built in the region, the Baron sold his holdings in the Jenny Lynn Mine to the New River Mining Co. Roads and trails to and from the mine had become inadequate. The new owners agreed to provide rail transportation between the miner's camps and Fremont proper. To accomplish this they purchased a well-used 0-6-0 engine from the Chicago, St. Paul, Minneapolis & Omaha that was for sale in Denver and an observation car from the Badger Central, a railroad back in Wisconsin. The mining company built a new rock crusher and ancillary buildings and ran their tailings off of the nearby cliff instead of hauling it out by rail. They also started to buy up the surrounding land nearby and land down in the valley for the possibility of future expansion.

As for the Baron and his wife, age was starting to take its toll. In 1893 they decided to retire and move to Denver where they lived with their daughter and son-in-law. As a last goodwill gesture to the town and the area that had brought them prosperity, they converted the Von Draper Manor into a museum. The Royal Palace Hotel was sold to a local businessman. With their departure, the genteel era came to an end.

The end of the Fremont & South Park Railroad would come forty or so years later. The timber was cut off by the 1940's, the sawmill closed, and the mines started to play out. People were leaving Fremont, and it was slowly becoming a ghost town. In July 1945 the town and its few remaining citizens breathed their collective last breath when a fire burned through the valley.

Why men, women and model railroaders are the way they are! – Gordy Sauve

An eruption of mountains has surfaced south of Nelsonville, Wisconsin. Mountaineers Lynn Draper and Gordy Sauve are at it again.

Day 1: Gordy spent planning how the mountains were going to erupt.

Day 2: Pat Lyons and Steve Dahms constructed the bench work.

Day 3: Tremors were created when wire screen was folded, crushed and stomped by Lynn and Gordy. As the day continued the tremors stopped. The screen unfolded and spread over Pat and Steve's bench work. Sharp jagged edges, valleys, ridges, and provision for waterways, water falls and a lake were formed. Scraps of wood and Styrofoam were added to support the wire screen.

Day 4: Durabond 45 "lava" coated sheets of Bounty paper towels flowed over the wire screen. With each successive flow, more supporting scrap was added beneath the screen to refine the mountain contours.

Day 5: Another eruption. This time Durabond 20 "lava" flowed into latex molds depicting igneous, granite, sandstone and shale rocks. As wind, rain and flowing water eroded the softer sandstone rocks, outcroppings of granite became visible.

Day 6: Armed with spray bottles of diluted acrylic paint, one in each hand, the Rembrandts of mountains got busy. Fissures, cracks, layers, and weathering began to produce the beautiful mountain range that supports the Nelsonville plateau. Midway through the painting process as the beauty of the mountains began to emerge, Mountaineer Lynn wondered if God had as much fun building and painting the many beautiful mountain ranges he scattered throughout the earth. The exchange continued.

"His trigger fingers must have calluses from squeezing the triggers on his spray bottles so many times!"

"We'll have to ask Him to show us his calluses when we get there"

"This is hard work, it is tiring."

"But, the mountain beauty is worth the effort."

"No wonder God rested on the seventh day."

And as if a light bulb went off, Lynn exclaimed, "Now I know why man (and women, and model railroaders) are the way they are. God worked so hard for six days, he was probably extremely tired, and his fingers were callused. "I'm so tired, but I still have to make man (and women and model railroaders). In a probable half sleepy state, God picked up some dust and spit, rubbed it in his hand and made man. Then by knocking man out with a newly formed (and painted) rock, he took one of man's ribs and made woman. Model railroaders? Well, there was a little left over mud and a little left over rib. God knew a good model railroader was going to have a one-track mind anyway."

Sticks & stones may break my bones, but names will never hurt me! - Gordy Sauve

Whether we are called Michelangelo and Leonardo, Frick and Frack, Mutt and Jeff, or Lynn and Gordy, it sometimes seems that having a model railroad layout is a good excuse to do scenery.

Fifty, eighteen pound bags of plaster later, we are still perfecting our technique and surprise ourselves with the beauty of the finished project. Latex molds don't seem to have a scale. We have used the same molds, some small, and others as large as 24 inches long and 12 inches high to produce mountains for both Lynn Draper's HO scale, Fremont and South Park Railroad and my O scale Amherst Junction Short Line.

But with all mountains there are valleys, gorges, plateaus, cliffs, and a mired of other obstacles including rocks and stones for trains to traverse. To traverse these obstacles, railroads produce sticks, lots of sticks to build trestles and bridges.

When I first started building my trestle, the first sticks came from a JV Models trestle kit purchased from Walther's Trains. Following the kit's instructions, the first step was to build a jig for making bents. A full sized pattern supplied with the kit made building the jig easier. Step 2 was to stain and cut the "sticks". Step 3. Using the jig, glue the sticks together to make the bents. It takes a lot of cutting to make the "sticks" for each bent. On each long bent there are 27 pieces and in O scale you put them every 5 inches. My trestle is 4 feet long. To give the trestle stability sway bars are installed and to give it strength and

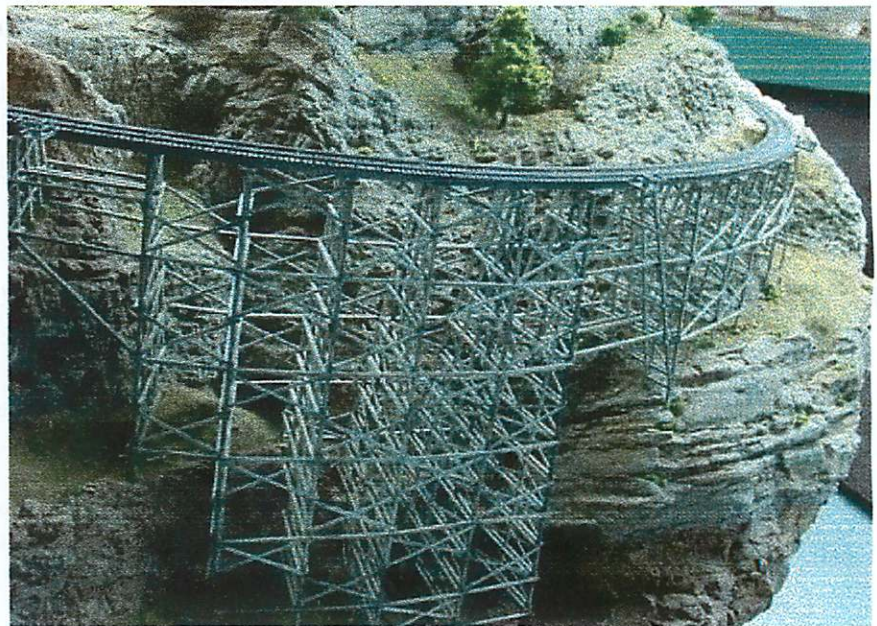
to give it strength additional "X" cross members are added. The additional "X" members were added to many trestles as the weight of the trains increased. It took 75 sticks to make and tie two bents together.



Lynn Trestle on the south end of Drayper Plateau in Gordy Sauve's O Gauge Amherst Junction Short Line

As Lynn's mountains grew from bag after bag of plaster a trestle application appeared. Using a copy machine I was able to reduce my O scale pattern to HO size and then make an HO sized jig. Lynn then used the jig to build his bents and install them. The pictures below show the finished product.

The JV kit instructions recommended that all sticks be painted prior to assembly. Their recommendation was to use Minwax stain. However, because it is oil based it presented some problems gluing it together. Lynn used water based acrylic that provided excellent coverage without the oil residue. I do not recommend using a water-based glue such as Elmer's. A better choice would be Walther's GOO or Zap-A-Gap. For an instant bond using Zap Jicker with Zap-A-Gap K



Gordon Trestle over the Sauve Canyon on Lynn Draper's HO Fremont and South Park Railroad

Waupaca Electric Light & Railway Company: by Gordy Sauve

In 1992 The Waupaca Area Model Railroaders acquired what was left of the baggage car of the Waupaca Electric Light & Railway Baggage Car. The car was part of the trolley line that ran between Waupaca and King, Wisconsin. The line ran between July 4, 1899 and January 6, 1926.

When the trolley went out of business, the car was taken to White Lake, Wisconsin and its wheels were removed so it could be used as a sled. Through the years it has been used as a cottage, for storage, as a fort by children, and as a hunting shack. When the owner of the property died, the children were going to burn it, but knew the club would be interested in it. "They said we could have it if we wanted it."

For several years, the club worked steadily towards a goal of restoring the car for the Fourth of July parade in 1999, the 100th anniversary of when the line first operated. Since achieving that goal, the baggage car has been part of parades and festivals in Waupaca, Stevens Point and Wegewaga.

Work on the car included replacing side panels, roof supports, roof fabric, and glass. The wheels were missing, so a frame was fabricated from the frame of a hay wagon enabling the unit to be transported to different events.

Mike Kirk who spearheaded, and was assisted by many members of the Waupaca Model Railroaders, the restoration has also acquired and restored a 34 ton caboose from the Duluth, Massabe, and Iron Range Railroad, and the Waupaca Soo Line Freight Depot. He is currently actively working with the Waupaca Historical Society to restore the Waupaca Soo Line Passenger Depot and construction of a trolley car barn. In 2007, the Waupaca Area Model Railroaders donated the restored trolley to the Waupaca Historical Society.

Trolley Update – Mike Kirk

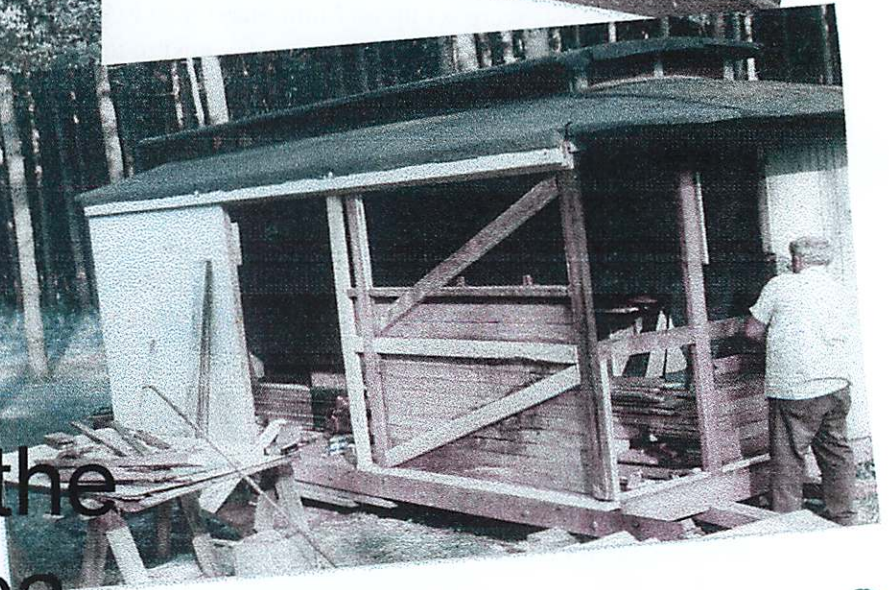
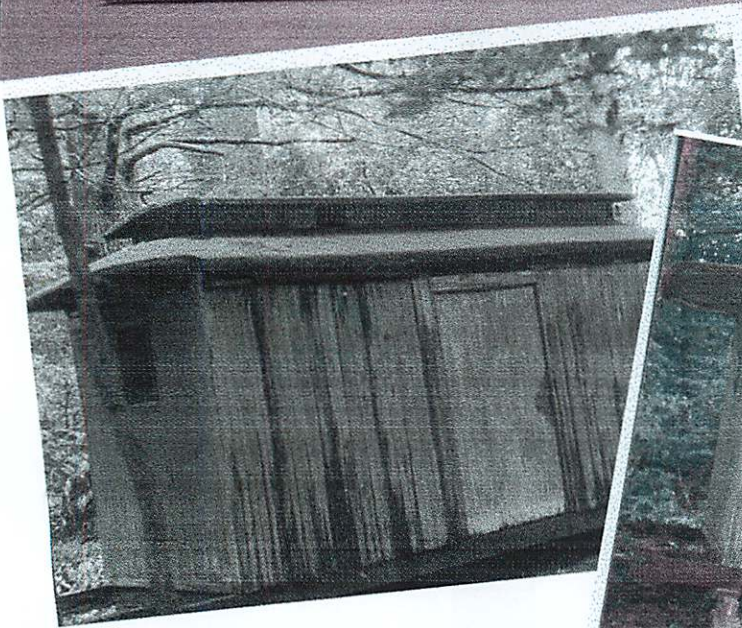
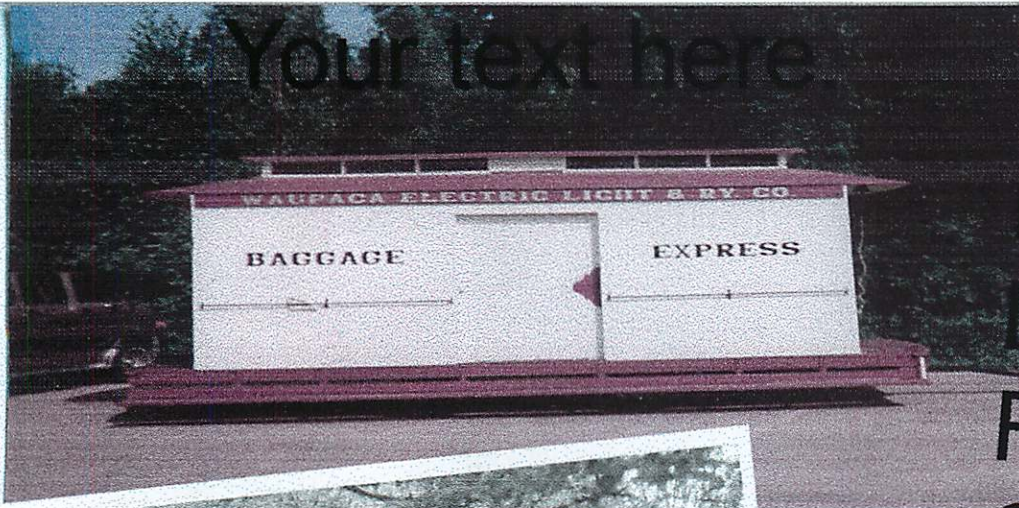
This year has been a busy year for the baggage car. We have had four events where the car was shown. After spending a week getting the car repaired and cleaned up.

- The first event was the Waupaca Sesquicentennial opening weekend, May 4th and 5th. The car and the trolley displays were set up on Main Street next to the old car show.
- A few weeks later, the car was on display next to the depot during the Strawberry Fest depot open house.
- On July fourth the car was a very popular unit in the parade.
(When we were pulling the baggage car out the driveway just before the July fourth parade, the channel iron beam that supports the trailer tongue came off, causing the tongue to drop down to the ground. The beam was attached to 4x4s under the end platform using long lag screws. The center of the treated wood 4x4s had rotted causing the lag screws to lose their grip. We hurriedly propped up the beam and wrapped a ratcheting tie down strap around it. With that, we were on our way.)
- On July 21st and 22nd, the car was set up at the St. Mary Catholic Church annual parish festival. This event also included a well-attended old car show.

Did You Know? The first 2-8-4 was built with 63" drivers, but railroads soon discovered that it had so much more steam capacity than previous freight engines it could power larger – and therefore faster – drivers, and subsequent models had 69"-70" drivers. Cruising speeds averaged about 55 mph.

Your text here

Waupaca Electric Light & Railway Company



Restored by the
Waupaca Area
Model Railroaders.

***News from the Shoofly* - Dennis Cook++**

It is that time of summer at the shoofly where we yearn for relaxation and quiet. A time for playing with mosquitoes, watching the flowers peak and listening to the vegetables grow. Nearing the end of July, summer has been quite busy with Strawberry Fest and the Old Car Show.

Though I was only there in thought, I have been given many reports that Strawberry Fest was a huge success. The question became why our layout hasn't been in the show before. Best talk to the organizer as he has never invited us according to Arpad and Pete. I like the idea of having our layout there and perhaps we will see it again. I have also been told that our club did well with the Model Contest bringing home several major trophies. Great job Eugene. Though the math is not final we had income of \$1000 plus. Changes will need to be made next year as Paper Valley will not be with us. Gas prices also affected vendors coming to the show this year and is an area the committee will need to address. Thanks to all club members who worked to make it a great show.

The Old Car Show was fun as usual but different in its own way. With free admission the crowd was quite large. In the kitchen we were non-stop busy for the whole day. As a group we had 402 hours which will give us a total of \$2211 for our efforts. Stan told me he is planning on coming back next year but I am not sure if that will be happening. Meetings will be happening in early fall with the Old Car Executive group and we will then have answers for next year. I appreciate the hard work that all of you put in this year; the Old Car Group said we did a great job and as usual they wanted us to work more hours.

News from the Tomorrow Valley Central as been sketchy from the owner. I know the toxic and debris removal has not kept up with the time table. Management opted for a new well which is completed and removal of the old well should be completed by early August. This will effort more space for storage which is needed to complete the debris removal from James Cooks past tenement. At present the location of the TVC has a small path running through it. Pinning down the executive group on a timetable is a laughing matter. Rumor has it the president will be on a needed vacation after the Old Car Show.

***Piggy Back is not a new concept* - Gordy Sauve**

According to "Great Days of The Circus", an American Heritage Junior Library publication, published by Harper & Row, 1962, the circus used piggy back railcars as early as 1872.

"During the first year of the Barnum-Coup circus in 1871, they toured New York State and New England in rainbow hued wagons pulled by six hundred horses." Using railcars allowed them to skip the unprofitable small towns. They signed a contract with the Pennsylvania Railroad and left New Brunswick, New Jersey with 61 colorful cars. William Coup learned and excelled at the art of loading and unloading the flatcars that every other circus copied.

"Detachable sheet-iron plates were laid between the flatcars to form an unbroken runway along their entire length, and an inclined ramp was set up at the end of the last car. Horses or elephants would pull the wagon up the ramp and along the runway, over the iron plates to the first car. The process was reversed at unloading time." The wagons were loaded in the first-on/first-off method that allowed wagons necessary to get the circus set up to be unloaded first. When the show toured Europe in the 1880's the British and German armies studied and then adopted the circus's system and adopted it to transport their artillery.

The circus first rented cars from the PRR in 1872 but found them unsatisfactory because of variations in height and length. William Coup then planned, and had built, new cars of a standard height, length and capacity to better fit the circus' needs. Their wheels were made smaller and their bodies higher (but not too high for bridges and tunnels). After one car ran away down a mountain grade in Pennsylvania and nearly wrecked, the cars were equipped with newly perfected air brakes.

**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
August 2007 through February 2008**

July 2007		November 2007
5	Arpad	1
12	Iola Car Show Set up	8
19	Gordy	15
26	Bob T/John P	22 Thanksgiving
		29
August 2007		December 2007
2	Arpad	6
9	Gordy	13
16	Lynn D/Mike E	20
23	Roger Operating Session	27
30	Arpad	
September 2007		January 2008
6		3
13		10
20		17
27		24
		31
October 2007		February 2008
4		7
11		14
18		21
25		28

SHOW SCHEDULE

August 12	Golf Outing (Diane & Gordy's)
September 8 & 9	Marinette Train Show (Layout Displayed)
October 20 & 21	Marshfield Show/Division Meet (Layout Displayed)
November 10 & 11	Trainfest - Milwaukee
November 17 & 18	Duluth Museum Show (Layout Displayed)
January 19 & 20	Stevens Point Mall Show
January TBA	Christmas Party
May 9,10,11, 2008	WLD Spring Meet at Waupaca
July 3-10, 2010	NMRA Convention (Layout tours & Layout displayed?)
February 17 & 18	Madison Train Show
March 15 & 16	La Crosse Train Show
April 26 & 27	Green Bay Train Show (Layout displayed)
June 19 & 20	Strawberry Fest
July 10 - 13	Iola Old Car Show

OFFICERS

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

COMMITTEES

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

The Crummy
Official Newsletter of the
Waupaca Area Model Railroaders
Waupaca, Wisconsin
3980 Elkins Rd, Amherst, WI 54406
www.wamrtd.com
wamrcrummy@yahoo.com
(715) 824-3233



Gordy Sauve, Editor

November 2007

Regional Spring Meet 2008 – Roger Hildebrandt

The Winnebago Land Division (WLD) is one of thirteen divisions in the Midwest Region of the NMRA. Each year the region holds spring and fall meets within its boundaries. With thirteen divisions, a regional meets come to our area and division only every half dozen or so years. In the spring of 2008, the regional meet will be in the WLD division. Division officials thought it would be nice to hold the meet in Waupaca due to the area being a “hot bed” of home layouts. (No Ed, no one has their layout under their bed, although I am not sure of Steve.) The division takes care of all the arrangements and finances, except the home layout tours and operating sessions. Here is where our club comes in.

I have been working with the division to set these up. A number of layouts will be needed for the Friday evening operating sessions. Those numbers are still unclear.

Because there are so many layouts to visit it is impossible to see all of them in one day. At this moment it looks like layouts west of Waupaca and some layouts in Waupaca will be open on Saturday afternoon. The remainder of the Waupaca area layouts and the layouts east of Waupaca will be open on Sunday...the direction that most people will be taking when heading home.

In the very near future I'll be having home layout forms for those wishing to open their layout for either event. I think there is a good chance to get a feel for being part of a major meet. It is also a chance to “practice” for the national meet in Milwaukee in 2010.

Take a Model Train to Work Day 2007. Don't forget, this year's “Take a Model Train to Work Day” is Friday, November 16. Launched in 2001, this national day of action encourages you to share your love of model railroading with friends and co-workers.

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Cub Scout Presentation
Club Member Discount Program
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Thursday Work Session Schedule Update

Contributing Members:

Roger Hildebrandt, Jan Trierweiler, Jim Payton, Gordy Sauve, Pete Ugorek, Gary Oudenhoven, Alan Schroeder, Arpad & Sue Eiler, Bob Todd

Model Railroading goes to Rawhide – Jan Trierweiler

The Waupaca Area Model Railroaders continue their community service activities with a project at the Rawhide Boys Ranch near Fremont, Wisconsin. John Solberg, Rawhide's Executive Director earlier this year, contacted me. . He wanted to see if our club would be interested in helping with a model railroad project at their facilities. A 6' x 16' HO scale model layout had been donated to them and they want to integrate it into their program. They want our club to develop their program. The layout is top of the line with DCC controls and first rate Kato and Athearn Genesis Engines and cars. The scenery will need some up grading and Rawhide wants some sort of security wall built around the layout.

A committee of club members has developed some program proposals, and ten club members have stepped forward and committed to the program. After meeting with Rawhide Representatives, we will move forward with this very worthwhile program. If any members have questions or suggestions, or want to join the program please contact me.

A little history of Rawhide Boys Ranch – from their website (www.rawhide.org)

In 1965, John and Jan Gillespie opened their home and began to welcome young men in need of direction. The Gillespies felt that young men, in various stages of life, should be given the opportunity to redirect their lives. With this vision for Rawhide, John and Jan approached 1965 Hall of Fame Green Bay Packers Quarterback Bart Starr and his wife Cherry, to help put their dream in motion. They embraced the idea of an innovative ranch home for troubled young men. Over these four decades Bart and Cherry Starr have promoted Rawhide, chaired Rawhide fund drives, and actively endow the Bret Starr Memorial Fund which provides scholarships to support a lifetime commitment to young men who complete the program. Above all, Bart and Cherry are known for their profound impact as they personally encourage youth at Rawhide.

Rawhide has developed many enriching programs for young men and has demonstrated a high success rate in achieving positive behavior change and academic achievement.

In over 40 years Rawhide has become a model program offering a full continuum of care for court-referred and at-risk youth. Rawhide programs include the About Face Program, a military style community service corps, standard residential care, group home, treatment foster care, alternative schooling, and a residential prevention program for at-risk youth. This program seeks to reach youth before they get in trouble with the law.

Modeling Tips & Tricks – Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walther Inc – Submitted by Jim Payton

Leave Enough Room! On most model railroads, space is at a premium – we all want as much detail in as little space as possible. But, all the detail in the world won't help if you can't clean the track.

Real railroads have distinct right-of-way. Keep this in mind when placing structures, scenery or details along the tracks. If you use abrasive blocks to clean your track, leave room for your hand AND the width of the cleaning block EVERYWHERE along the line. Make sure you can reach completely through tunnels without damaging portals and trackside details, or having access holes under the scenery.

Keep building at least an inch away from both edges of the roadbed. At crossings, avoid damage by making sure your street surface is slightly lower than the top of the railhead.

If you're using liquid cleaners, make sure your scenery materials, building details and wiring won't be stained by, or chemically react with the cleaner.

Geologic Activity Continues to Erupt in Central Wisconsin – by Gordy Sauve

The Central Wisconsin Geologic Survey reported a large disturbance centered in the Rural, Wisconsin area. The Waupaca and Portage tectonic plates continue to collide, this time giving rise to a new mountain range. Seismologist Arpad Eiler designated this new mountain range: Rocky Ridge Range. As the disturbance settles ground cover, trees, lakes and streams are forming.

Eiler states that major corporations have taken a keen interest in the rich iron and mineral deposits in the new range. So far long term leases and mineral rights purchases have been executed with Truman Coal (a large strip mining company), Kennedy Ore Mines, Jackson Stone, and Washington Marble.



The Great Freedom Railroad has secured the right-of-way to service these new industries with customers such as Lincoln Steel, Hoffa Cement, LaFollete Paper, Monroe Dock and Train Terminal and TR Port Facility. Bridge work is being performed by Hildebrandt Bridge and Steel of Lanark,

Wisconsin.

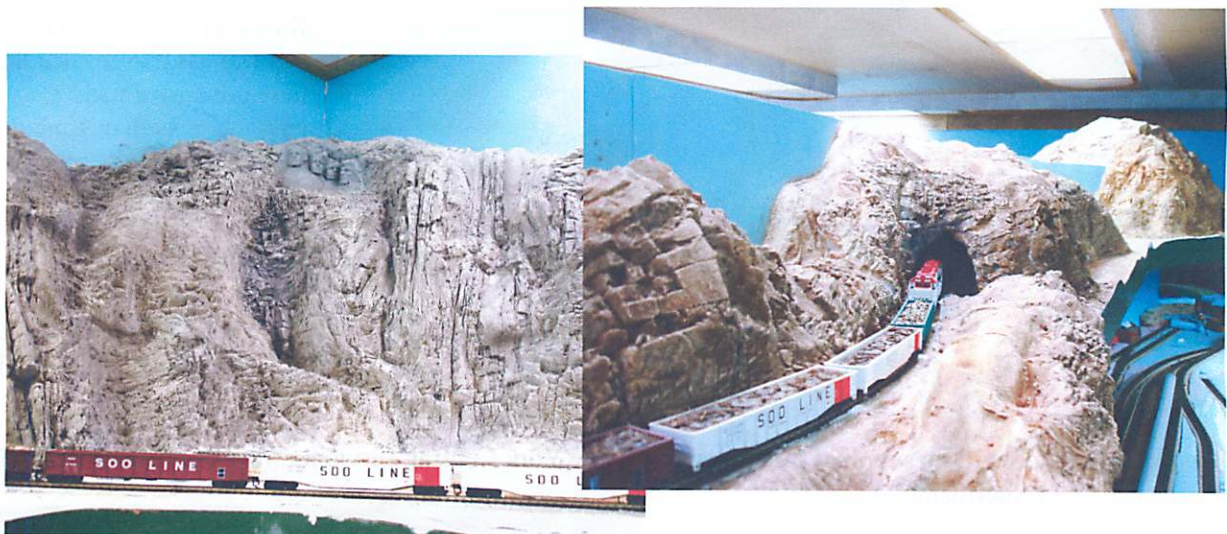
Passenger service will be supplied by Amtrac and New York Central, servicing Mezoberney, Cleveland, Carterville, and Shermantown.



Geologic Activity Continues to Erupt in Central Wisconsin – page 2

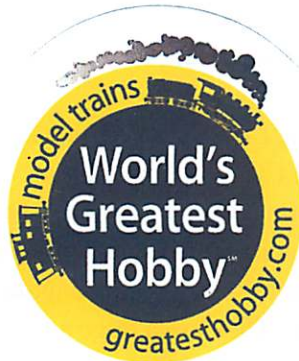


Rocky Ridge Range on the Great Freedom Railroad



TR Port Facility





World's Greatest Hobby Newsletter: August 2007. Reprinted by permission of World's Greatest Hobby Program.

"Jan Trierweiler of Waupaca, WI reports that the Waupaca Area Model Railroaders have been pursuing new hobbyists by reaching out to the local community. Not only does the club transport their 20 by 50 foot HO scale layout to more than six train shows each year, but for the past two years they've rented a storefront at the Stevens Point, Wisconsin, Center Point Mall. The mall has provided the club's 35 members with a haven to work on their layout while promoting the hobby – the layout is open to mall patrons on the

weekends and holidays. They've even administered private showings of their layout to local high school students. Learning about model railroading is a fun way to receive credit for "Family Living" courses.

"But the Waupaca club goes above and beyond promoting the hobby – they've been incorporated as a non-profit organization since 1989. Since that time, they've donated a 4 x 8 foot portable HO scale layout to an NMRA charity raffle, sponsored an annual scholarship for a graduating Waupaca High School senior, and donated annually to the Waupaca Food Bank...and that's just some of their community service! Clearly, the Waupaca Area Model Railroaders have done the hobby proud."

Cub Scouts Learn about Railroading – Pete Ugorek

Thursday, September 20th started a new year for Waupaca Area Cub Scouts, and WAMR was invited to participate in the opening meeting of the Pack. About 30 Cub Scouts and just as many parents and leaders attended the meeting.

Pete, Jan and Arpad provided a 40 minute presentation on model railroading and the World's Greatest Hobby. The theme of the pack meeting was railroading, with several activities for the cub scouts, including "walking the rails", making of wooden train whistles, and our presentation on model railroading. After a brief introduction to model railroading, Jan provided a video on the World's Greatest Hobby. Afterwards, Pete explained the many facets of our hobby and how our club operates. Several scouts have train sets and asked very good questions about railroading. Everyone was invited to join our club, or observe some of our operations. Many had seen us at Strawberry Fest and were gaining interest in our hobby because of that.

Several parents asked for our business cards, in order to contact us about joining our fabulous hobby. We were invited to stay for the remainder of the meeting and enjoy some ice cream with the scouts. However, we were already committed to working at Gordy's layout that night and had to forego the ice cream. (The sacrifices we make for you Gordy!!)

Club Member Discount Program – The Toy Train Depot: Wally & Bonnie Rogers

In order to support local model club membership, The Toy Train Depot offers the following discounts for members of model railroad clubs (proof of membership must be presented at time of purchase). Please be sure to present club membership PRIOR to check out:

Most items 10% off. Exclusions: Magazines, sale items, locomotives, consignment (green tag), MTH Premier (5% discount). From time to time we have sales and markdowns. If the marked down price is higher than the full price less the 10% discount, we will honor the 10% from the full price (same exclusions as above). The store also offers a punch card. If you are given the club discount, punch cards do not apply. *Member discount cannot be combined with any other discount or coupon.

The Toy Train Depot is located in the Northland Mall, 944 W Northland Ave, Appleton, WI 54914. Phone (920) 731-8667; email: drygoods@athenet.net. Store hours: Mon-Fri 10 – 9; Sat: 10-5; Sun 11-5.

Open House for Soo Line Steam Engine 2713 – by Gary Oudenhoven

On Saturday, August 18th, Friends of the 2713 held an open house of the Soo Line Steam Engine 2713 in Stevens Point. This is the 4-6-2 Pacific steam engine that was donated to the City in 1955 with this

group restoring it and a caboose. They have an open house every 2-3 years as a family event to see the steam engine and the caboose. They use a large air compressor so the kids can blow the horn. Besides historic displays showing old pictures and memorabilia, they had antique gas and steam engines



such as lawn mowers, boat motors and pumps. The old hit and miss engines were neat to see.

Our club members, Pete Ugorek and Gary Oudenhoven were running the borrowed raffle HO layout. Gary debuted his kitbashed Soo Line 2713 with sound. Thanks to Eugene for helping decal it several days before. In addition, they had a garden railroad and a 70 year old tin plate S scale display.



A local boy scout troop provided food and refreshments. Another group were giving rides on an old bus converted to look like a steam engine. Attendance was very good until rain that afternoon. Several of our club members stopped in. It was a rather easy event to support and we had WAMR signs



Alan Schroeder's New Layout: Burlington Northern freelance railroad, the "Croix Sub".
(Editor's Note: Alan's pervious layout suffered the fate of many...the BIG MOVE. Here is Alan's Story and pictures of his new layout.)

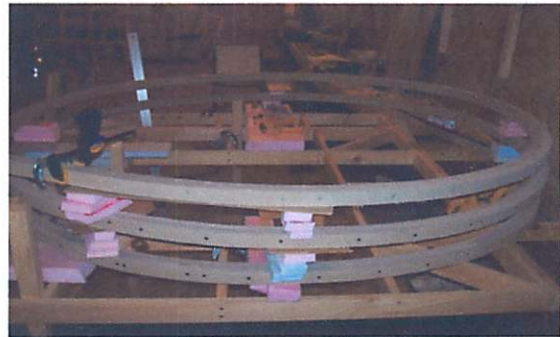
My previous layout was started in 1997 and first operated in 2003. It last ran on June 17, 2006 and demolition started on July 4, 2006. The layout was removed in sections, but I did not plan on reusing the sections as they were. I did salvage the lumber and track, but most of the rest will not be used.

The new layout is housed in a separate building located behind our house. The building measures 28 by 40. The entire building will be



layout with the exception of a small room for the furnace. The layout was started in earnest in July of this year, as room prep preceded the layout construction. For pictures of my old layout visit www.riverrail.com and go to Photo Gallery and click on the Burlington Northern icon. (Ed's note: additional pictures of Alan's layout are also on the WAMR website: www.wamrltd.com under additional member layouts.)

It has been a busy summer, but even with that the BN crew has been busy getting the right of way prepared and work has progressed on the St. Croix Sub. I can't say the line is in, but the bench work and road bed is complete to just south of East Winona. This includes the east



end staging, helix 1 to La Crosse yard, La Crosse, Sullivan, Midway, helix 2, Trempealeau



and parts in between. Progress has been slow, but the pace has picked up now that summer is winding down. Bench work and roadbed through East Winona should be completed by mid-September and helix number 3 should be



started right after that. Helix 3 will bring the line up to Cochrane, then Alma. As many of you know, I have tried the Jeff Otto method of roadbed construction- laminated homasote strips. Beyond the mess of cutting the stuff this is a great way of doing it. Everything goes pretty quick.



My goal is to complete the lower level by May of 2008 so I can operate for an invitational with the La Crosse group (Riverrail), even though I will still have an entire level to build after that. I need the goal of RR08 out there so I continue to make progress.



Once the benchwork and subroadbed is in place, track laying will commence, followed by wiring. I do still need to finish the ceiling and lighting for the room, but that should go quickly

once the materials have been procured. The ceiling grid is in place, I just need to buy the panels to place in the grid. The floor is nearly complete- just under 8 feet to go.



Progress would not have made it this far without help from George, Ron B., Dennis and Randy D of Riverrails. Thanks guys. Feel free to stop in if you are in the area to see the progress for yourself.



I have many hours to complete before the layout comes to life, but with the Riverrails 08 goal in mind I think I will do it!

Atlan

GP-30 Diesel Engine – Description from MTH Trains Volume 1, 2007 Catalog

Called by *Trains* magazine “nothing less than a landmark unit in Electro-Motive’s all time production record,” the GP-30 represented a major shift in EMD’s locomotive design. The GP-30’s departures from earlier Geeps (as the GP class was called) include the relocation of all the engine’s radiators to the end of the unit and the centralization of the air distribution system used to cool the traction motors. It is also the only EMD locomotive to bear the distinctive cowed cab-top and streamlined features. The 2250 horsepower GP-30 was developed in direct response to General Electric’s announcement of the 2500 horsepower U25B, which introduced the more efficient centralized air distribution system. Although the GP-30 had a lower horsepower rating than GE’s U25B, EMD’s marketers decided to break with their recent engine-naming practice and introduce the new Geep not as GP-22, which represented its horsepower, but as GP-30, to give it a larger, more powerful number than GE-s competing diesel.

The GP-30 was introduced in July 1961. Twenty-seven railroads had bought 948 units by the time production stopped in November 1963. GP-30s were initially used for fast freight service, but as the more powerful GP-35\js and GP-40s appeared, the -30s were changed to yard and branch line service. Many GP-30s remained in service for more than 30 years after they were built.

January 2008 Crummy Deadline is November 30, 2007. Please get your articles for the next Crummy anytime prior to November 30th. If I have articles early it give me the opportunity to work on that issue over the Thanksgiving week-end. If I do not have your articles I will be forced to work on my layout!

Website Update – Add more pictures of your layout – Gordy

This fall Dean Cariveau will be updating our website including useful links, alphabetized roster, your picture to show when someone visits your webpage.

If you feel that ten pictures of your layout are not enough we now have the ability to link your webpage to a free website www.myrrlayout.com. Myrrlayout.com invites model railroaders to post a page that includes the ability to provide a verbal description, and 70 pictures with captions. The sight is sponsored by the Backdrop Warehouse, which is the company I bought my second floor murals from.

Once you establish a page at myrrlayout.com you can add that link to your wamrltd.com page that will automatically take visitors to your additional pictures. If you want to see how it works check our my WAMR page.

If you haven’t updated your WAMR webpage lately and have made changes or additions to your layout this fall would be a good time to give site visitors something new to look at.

Each model railroad reflects its builder. Layouts have only one thing in common – they all exemplify the enjoyment realized as each individual re-creates his miniature world as he sees it – Jim Findley, Tioga Pass Railroad (submitted by Jan Trierweiler).

Wisdom from the First Lady – Roger Hildebrandt

“Husbands are proof that wives have a sense of humor”

More Railroad Lingo – from Bob Todd (excerpts from the Glossary of Railroad Lingo are from Railroad Avenue by Freeman H Hubbard, 1945.)

- **Drone Car** - Private car.
 - **Yard Goat** – Switch engine
 - **Juggler** – Member of way-freight crew who loads and unloads LCL freight at station stops.
 - **Pussyfooter** – Railroad policeman
 - **Alley** – Clear track in railroad yard.
 - **Battleship** – Large freight engine or interurban car, or a coal car. Also a formidable female, such as the landlady or a henpecked man's wife.
 - **Fielder or Fieldman** – Yard breakman
 - **Hearse** – Caboose
 - **Header** – Man who couples engines and takes them off upon arrival and departure of trains
 - **Ragwaver** - Flagman
-

***Modeling Tips & Tricks – Reproduced from Walthers E-Update Newsletter.
Courtesy of Wm K Walthers Inc - Submitted by Jim Payton***

Quick Realism With Door Lights. Add authenticity to older buildings quickly by installing lights over entry doors. Just take a look above the doors on older brick industries and you'll see "gooseneck" lights or evidence of where they were once mounted. They were used to illuminate the landings outside of entry doors to enhance safety.

Working gooseneck (named for their curved shape resembling a goose's neck) and similar wall-mounted lamps are made in all the major scales. They're very easy to add and go a long way toward adding life to otherwise dark scenes.

To add working lamps, follow the manufacturer's installation instructions. If none are supplied, simply drill a large enough hole about three scale feet above the centerline of the door. Make sure it's big enough for the wires to pass through, but still small enough so you have a surface to mount the lamp. Pass the wires through the hole from the outside and test the lamp before gluing it in place. Make sure that you angle the lamp to shine down on the stoop or landing in front of the door.

If your structure has an overhanging roof, add a lampshade on a straight conduit and hang it from under the eave above the door. Run the wires inside the building to keep them hidden.

If you want the look without the light there are several manufacturers that make nonworking gooseneck lamps that are easily cemented above your doors.

Haulin' Powder River Basin Coal

Part 3 of 4

By Gary Oudenhoven

This series of articles was going to be a 3-part series. It is taking a little longer for me to tell the story and therefore it has been expanded to still yet a future 4th one.

- The first issue discussed how Powder River Basin coal was formed and mined.
- The second issue discussed the unit trains that deliver the coal.
- This 3rd issue will discuss coal unloading at Weston.
- The final future issue will finish how Wisconsin Public Service generates electricity with details on the existing Weston coal units 1-3 and also unit 4 which is now under construction.

Unit trains owned or leased by Wisconsin Public Service bring Powder River Basin coal to the plants. Pulliam plants used bottom only hopper cars. Weston uses the gondola style cars that are rotary dumped. Weston currently receives 3-4 unit trains per week. They try to maintain around a 30 to 35 day reserve. It has been down to 10 day reserve when the railroads had problems with flooding and washout of track sections in other states to the west. At Weston, the unit train is then broken down south of the plant into four sections on a ladder track arrangement south of the coal unloading facility.

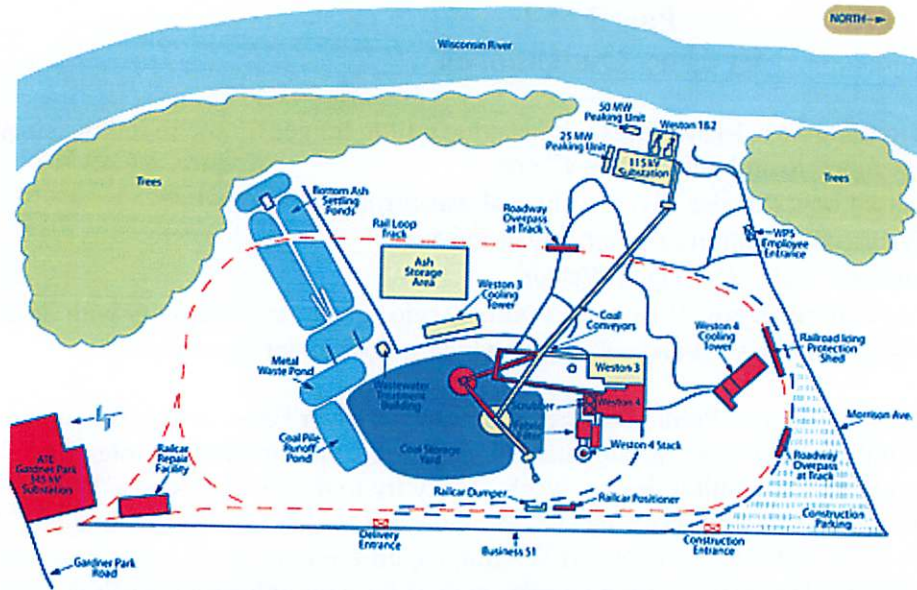


Wisconsin Public Service has two 600 Hp GE S2 units built in 1973 and refurbished for Wisconsin Public Service in 1979. Those 2 engines will then move the cars to be unloaded from the ladder tracks to the coal unloader. I have purchased an Alco S2 HO engine by Atlas that will be stripped, painted, decaled, and kit bashed to match the #8764 which is the sister to the one pictured. The pictured unit #8763 is expected to be retired for parts and scrap.

On the south edge of the plant, Wisconsin Public Service has its own car maintenance facility. It is contracted out to do major preventative maintenance on the rail cars every 3 years in addition to the day to day needs to keep the cars operational. This is in addition to the visual inspection done every 1000 miles or so with the unit trains.

As part of the new Weston 4 power plant, the coal trains will be increasing to 6-8 per week. One of the major concerns with the neighbors to the south of the plant would be the additional increased time blockage of roads and the additional coupler noise due to the added trains. Using a Community Advisory panel of neighbors and interested parties, a solution was developed to install a loop track on the Weston site. This will allow a unit train to pull onto the Weston site. Wisconsin Public Service is planning to purchase a new 1200hp switcher to be able to pull the train around the loop track and into the unloading facility. It will be one of the new tier 3 ultra low sulfur diesels. It is expected that this loop track will decrease the 6-8 hours now to unload a unit train down to half that time.

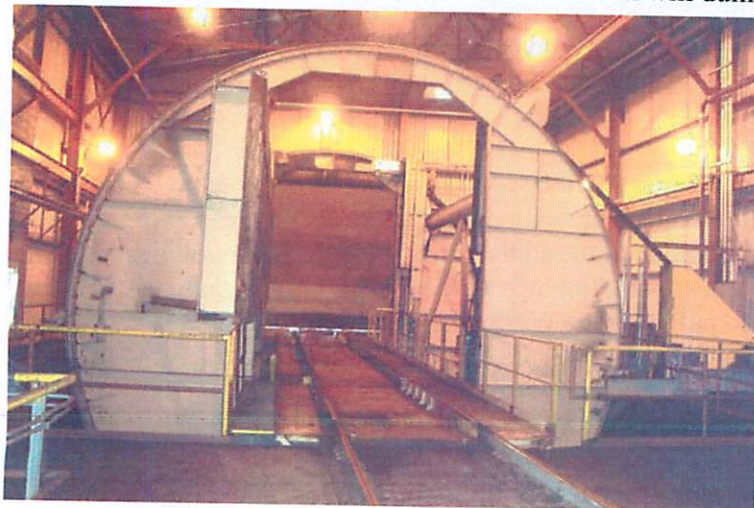
Future items to include dust control on the rail cars with the possible addition of a coating right at the mine to encapsulate the top surface. Wisconsin Public Service also expects to increase the numbers of cars on a unit train to 145 in a year or 2. They will use 2 engines in front and a 3rd in the middle. This distributed power is expected to result in less wear and tear on equipment.



This plant layout represents the new items as part of Weston 4 project as in red. The dashed line represents the new loop track



The loaded rail cars are then pulled into the heating shed. In the winter if needed, electric infrared heaters heat the sides of the cars so that the coal will dump out when flipped over.



The operator will use an automatic index system to move the cars into the rotary car dumper. The rotary dumper by Heyl and Patterson grabs sides of the car and in about a minute rotates it in place dumping the coal underneath that is then conveyed out. The colored end on each gondola coal car has a special rotary coupler so cars can stay connected. This allows the operator to make sure the adjoining car coupler on each end does not match the car being dumped so no fixed couplers are end to end. Thus colored ends always face the same way; otherwise, coupler damage will result when dumping.

See <http://www.heylpatterson.com/products/bulkdivision.htm> for more info rotary dumpers.

Next issue will get the coal into the power plant.

WAUPACA AREA MODEL RAILROADERS, LTD.

August 12, 2007

The meeting was called to order by President Roger Hildebrant at 4:20 p.m.

Attended by: Arpad Eiler, Pat Lyons, Judy Lyons, Eugene Much, Gordy Suave, Diane Sauve, Mike Eiden, Mary Eiden, Linda Schober, Randy Williamson, Dayna Williamson, Lynn Draper, John Poris, Rose Poris, Steve Dahms, Jim Peyton, Ryan Peyton, Barb Peyton, Rebecca Peyton, Pete Ugorek, Virgie Hildebrant, Andrew Hildebrandt, Ellyssa Grant, Alan Schroeder, Gary Oudenhoven

Minutes of the previous meeting were reviewed. M/S Alan/Eugene to accept. Motion carried.

Treasurer's Report was given. The item food pantry was explained that in lieu of flowers to Linda Schober's upcoming surgery a donation was given to the food pantry. M/S Pete/Lynn to accept. Motion carried.

Committee Reports:

Portable Layout: Pete explained how the layout has been upgraded. Invitations/applications have been received for shows in Duluth, Marinette in September, and Marshfield in October. Signaling four blocks in both directions of the main line would cost about \$350. A discussion followed, with the subject on the agenda for the winter meeting.

Membership: By the next meeting a pamphlet will be completed for new members.

Special Projects: It was suggested to hold a mini-clinic at work sessions when some special activity is being worked on.

Trolley: It has now been given to the Waupaca Historical Society.

Fund Raising: Strawberryfest was good, but the club will lose some vendors and a large layout; more will need to be recruited.

Old Car Show: The show went well, with 402 hours of work.

Web site: Some areas need to be updated. Dean will make the changes this fall when he has more free time.

Old Business:

A regional meet in May of 2008 will need operating railroads and tours organized for attendees.

The GARP program has been tabled for now.

Bob Schober Memorial: Linda has provided funds and the interest generated will be donated to the food pantry each year. It was suggested a building or plaque be placed on the portable layout in memorial to deceased club members.

New Business:

The club voted to attend the Marinette show.

Friends of Locomotive #2713 are trying to raise money and are offering bricks for sale. A motion was made by Lynn, seconded by Arpad to purchase a \$110 brick to help with their efforts. Motion carried.

Rawhide, an organization devoted to rehabilitating young men, has been given a layout that needs work and can be used to teach their students. The club was contacted and asked to teach students on an ongoing basis. Most students are there four months to a year. Eight or nine members expressed interest in the project. Jan, Pete and Arpad will contact Rawhide and the members and coordinate the project.

Model show: There were a lot more entries than last year and it should keep growing. Eugene is very positive on how it went.

Board Members: There is a need for one more senior member and one junior. A motion was made by Gordy, seconded by Arpad to elect Pat Lyons. Motion unanimously carried. The junior member is on hold.

President's Award: This year the award goes to Bob Todd.

Motion to adjourn meeting at 6:20 p.m. Motion carried.

WAUPACA AREA MODEL RAILROADERS

SCHEDULE OF EVENTS

August 2007 through February 2008

October 2007

4 Mike & Mary
11 Eugene/John
13 **Saturday – Randy/Dana**
18 Roger - Operating
25 Gordy

November 2007

1 Arpad
8 Pat/Ed
15
22 Thanksgiving
29

December 2007

6
13
20
27

January 2008

3
10
17
24
31

SHOW SCHEDULE

October 20 & 21	Marshfield Show/Division Meet (Layout Displayed)
October 20	Paper Valley Swap Meet – Appleton
November 3	Winnebagoland Division Annual Operating Session – Manitowoc
November 10 & 11	Trainfest – Milwaukee
November 17 & 18	Duluth Museum Show (Layout Displayed) ?
January 19 & 20, 2008	Stevens Point Mall Show
January TBA	Christmas Party
February 16 & 17	Madison Train Show
March 15 & 16	La Crosse Train Show
April 26 & 27	Green Bay Train Show (Layout displayed)
May 9,10,11	WLD Spring Meet at Waupaca
June 19 & 20	Strawberry Fest
July 10 - 13	Iola Old Car Show
August 10	Golf Outing (Diane & Gordy's)
September 8 & 9	Marinette Train Show (Layout Displayed)
September ---	WLD Fall Meet
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, Bob T
Membership and Internal Affairs: Arpad (Chairman), Pat, Mary, Gordy, Mike Kirk, Mike Eiden
Special Projects: Dana (Chairwoman), Lynn, Randy, John Poris, Mike Kirk (Trolley), Gary, Dave
Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
Website: Gordy (Chairman), Randy, Dean