

The Crummy
Official Newsletter of the
Waupaca Area Model Railroaders
Waupaca, Wisconsin
3980 Elkins Rd , Amherst, WI 54406
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(715) 824-3233



Gordy Sauve, Editor

January 2008

Annual Christmas Party

This year's Christmas Party will be hosted by Virgie and Roger Hildebrandt. The date is February 10, 2008. Please mark your calendars. Ask Virgie or Linda Schober what you can bring for the potluck. They will be keeping a list of what members are bringing so we don't end up with all deserts or salads. Following the potluck and business meeting Roger will host an operating session. Virgie will have activities for the ladies during the business meeting.

During the business meeting we will set the schedule for Thursday night session as well as the picnic and golf outing in July or August. A few of you might even want to try swimming in Lake Diane. Please bring your wish lists and pre-spoken for week-ends so we can include as many families as possible.

Have you considered hosting the Christmas Party? It is in January or February every year with the host naming which Sunday it will be (except Super Bowl Sunday). Food is potluck and you get help cleaning up. Why not think about it for next year and then let Roger, Pete or Arpad know.

Waupaca Food Pantry Donations

As in past years our club has made a donation to the Waupaca Food Pantry during the Christmas Season. Members are free to add to that amount. If you wish to add to this year's donation please give your donation to Arpad.

Layout Stories for the 2008 Midwest Regional Spring Meet by Gordy Sauve

Does your layout have a story behind it? Have you gathered some statistics that you have thought about sharing with visitors? Some members have talked about having a handout available to visitors to your layout during the spring meet. Why not give it some thought. If you need help, I'm sure there are members who would assist you in putting something together.

Contributing Members

Christmas Party – Roger Hildebrandt
Food Pantry Donations – Gordy Sauve
Layout Stories – Gordy Sauve
Wednesday Breakfast & Work Sessions – Arpad Eiler
Crummy Deadlines – Editor
Engine Descriptions – Gordy Sauve (MTH Trains Volume 1, 2007 Catalog)
Lionelville under Construction – Gordy Sauve
Space-Age Shuttle – Barb Bandt (Gordy's sister) reprinted with permission: Corpus Christi Caller-Times
Modeling Tips: Reproduced from Walthers E-Update Newsletter – submitted by Jim Payton
Dues Notice – Arpad Eiler
President's Corner – Roger Hildebrandt (including Duluth Show)
More Railroad Lingo – Bob Todd

WBT & W (Wednesday Breakfast Talk and Work) group makes tracks.

Since 1998 or 1999 some members have met informally for breakfast on Wednesday mornings. These sessions were sometimes just breakfast, sometimes working on a member's layout, and other times working on community projects. For a number of years we have met at the Frontier Restaurant in Amherst, sort of the center of the membership.

Now, on rotating Wednesdays we will meet at the Truck Stop in Waupaca, the Frontier Restaurant, in Amherst, and the Park Ridge Café in Stevens Point (on Highway 10 across the street from Walgreens). Breakfast will be followed by morning work sessions on an attending member's layout in that area. At breakfast that morning attending members will go to area volunteering member's layout to work. We look forward to seeing you every week, or on those weeks that are convenient for you. Rotation is shown on the separate scheduling page.

Thursday Schedules & Article Deadlines

At the December 13 work session (Arpad's) we will be setting the schedule for the months of February and March next year. To make sure everyone who wants a session (full or half) gets an opportunity to have one, please bring your potential dates to that meeting. If you are unable to attend please be sure to let Pete, Arpad or Gordy know. We will attempt to accommodate everyone's wishes.

Deadlines for articles are the first of each of the months published

The current Crummy schedule is as follows and should contain Thursday schedules as shown::

<u>Issue</u>	<u>Published</u>	<u>Thursday schedule through</u>
January 2008 –	December (1 st week)	February
March 2008 -	February (1 st week)	April (will be late due to Gordy vacation)
May 2008 -	April (1 st week)	June
July 2008	June (1 st week)	August
September 2008	August (1 st week)	October
November 2008	October (1 st week)	December

Dash-8 40C Narrow Nose Diesel Engine – From MTH Trains, Volume 1, 2007 Catalog

In the late 1980s as General Electric and General Motors' Electro-Motive Division engaged in heated competition (that continues today) for market share in the high horsepower category, GE announced its Dash 8 line of diesel locomotives. Although the first demonstrator version had only 3,200 hp, most of the Dash-8s had 4,000 hp when delivered and were therefore designated Dash8-40. Because GE builds its diesel locomotives in five modules, it was able to customize its Dash 8s for each buyer to an unusual degree. Some railroads ordered their Dash 8s with conventional cabs, while others opted for the wider North American or comfort cabs, identified by a "W" in the engine name. Some Dash 8s have 4-wheel trucks – denoted with a "B" – while a Dash 8-40C has 6-wheel trucks. This variety meant that these diesels, which were designed for fast freight duty, also found a home in Amtrak passenger service. Despite their many differences, all Dash 8s share microprocessor control. The microprocessor, a small computer, regulates rps, fuel injection volume, generator excitation, and many other operational features to make the Dash 8s run more efficiently than any diesels before them.

Did You Know? The microprocessor in the prototype Dash 8 recognizes if its 16-cylinder engine is overheating in a tunnel, as opposed to a malfunction on the open rails, and allows it to keep operating at full power for ten minutes so the crew doesn't find itself stranded in a tunnel.

Lionelville Under Construction – By Gordy Sauve (construction photos shown)



Amherst, WI. Gordy Sauve, developer of the Amherst Junction Short Line has “contracted” with LAD Construction to build Lionelville, a historic PUD (planned urban development). In a joint news conference with Lynn Draper, president of LAD Construction, Sauve revealed plans to construct a 10’ x 15’ historic town complete with a variety of historic buildings replicating those found in the 1920s, 30s, and 40s. Main streets will be cobblestone with period streetlights. Two parks will provide the green space for residents to relax. The major park will include an operating band shell.



Draper reported construction schedules are being met. Surveying has been completed and crews are busy installing the K-Line Super Streets system into the cobble stone streets. He also reported that the city park will include seven of



the city’s 17 animations. A completion date has not been set, but Draper and Sauve hope to have the city occupied and operational in time for the NMRA Regional Meet, May 9 through 11.

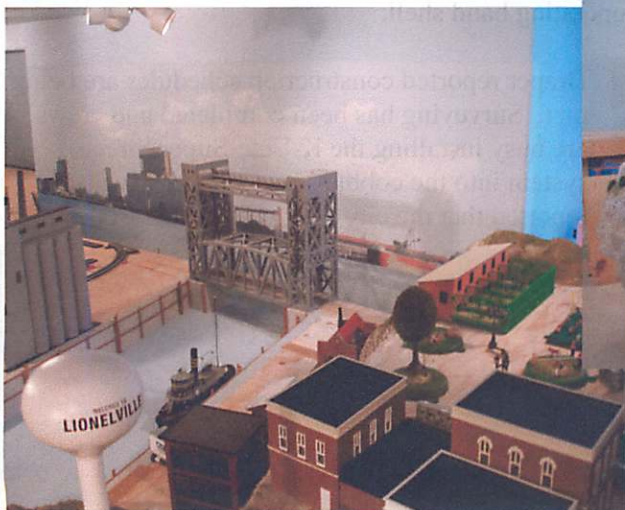
The Amherst Junction Short Line, a licensee of CSX, has agreed to provide both freight and passenger service to the new town. The Portage County seat is being moved to Lionelville and construction of the courthouse is well underway. Utility work is about 50% completed.

Tenants who have signed leases include Schultzer Brothers Department Store; the Drefus and Vanderbilt Hotels, Harley Davidson, Lionelville Ford, UPS, Sinclair Oil and Greyhound Bus Lines. Other leasees

include Jim's 5 & 10; a pharmacy; and a candy store; Dewey Cheetum and Howe, attorneys-at-law; and Hube Skreiman, DDS. The entertainment district includes the Palace Theater, Hard Rock Café, and O'Grady's Tavern. We are still in negotiations with other business.



This development is the result of the area's prosperity. The State of Wisconsin deepened the Tomorrow River Channel providing a water link from the Mississippi River to Lake Superior and completion of the Lynn Trestle at the end of Draper Plateau. Industrial development includes General Power & Light's new electrical generating plant, Columbia Oil's gas and oil terminal, Flower Milling Company's grain elevators, Amherst Junction Shortline's intermodal terminal and Much Steamship's container port.



Space-Age Shuttle by Fanny S. Chirinos. Copyright 2007, Corpus Christi Caller-Times. Reprinted with permission. All rights reserved. Reprint of article in November 11, 2007 edition.

A new way to move shipping containers might be tested in Ingleside (Texas) as early as next year.

Stephen Ropp, designer and assistant director of the Texas Transportation Institute, a research and development agency working with the Texas A&M University System, has developed a freight shuttle that would move a container from point A to point B on rails. The process would be automated and computerized, with the owner of the shuttle programming where the shuttle needs to take the container.

The concept is to alleviate congestion on highways and ship cargo more efficiently, Ropp said. It was developed after engineers determined an underground freight system was too expensive.

"Our projection is that it will be economically viable and self sustaining," Ropp said. "It's not considered high-speed transport. We're not shooting for 150 or 200 miles per hour, but we were talking about uninterrupted highway speeds at a pretty low cost."

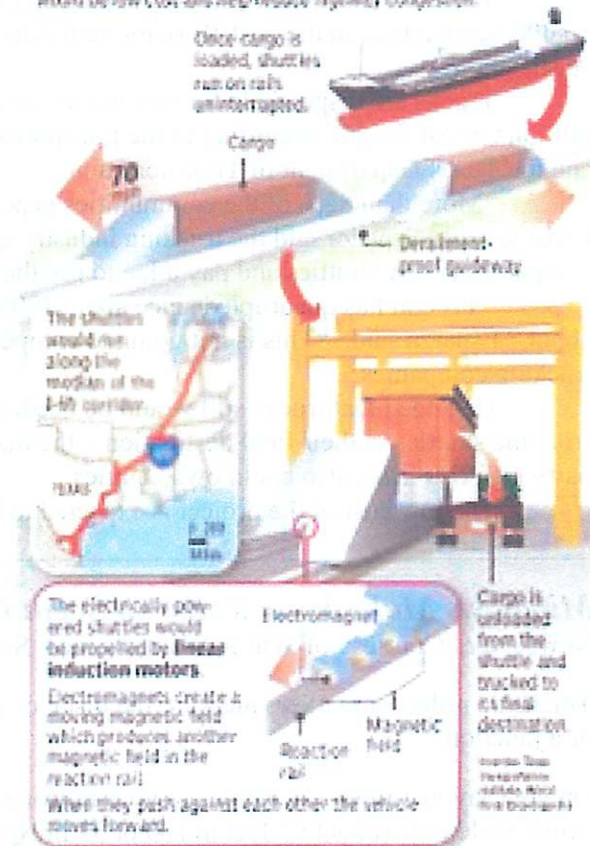
The shuttles are electronically powered, unmanned vehicles, designed to run on rails, most likely in highway medians. Shuttles would glide on specialized, derailment-proof rails as fast as 70 miles per hour in opposite directions on parallel rails on an automated control system. The electricity cost to operate a shuttle is estimated at about \$.10 per mile.

A prototype, estimated at \$15 million to \$20 million is being developed. A testing site for the prototype might be built in Ingleside said Ropp, who presented the project to port commissioners in October. A second presentation had not been scheduled as of Friday, but Ropp expects to start testing the second half of 2008.

He anticipates as much as 450 miles of guideway for the initial implementation of the project, which he estimates would be sometime in 2011. The system would accomplish the five goals of the Texas Department of Transportation: improve safety, improve air quality, reduce congestion, expand economic

PROPOSED FREIGHT SHUTTLE

Proposed automated shuttles could safely transport containers from ports to terminals at highway speeds. The unmanned shuttles would be low cost and help reduce highway congestion.



opportunity and increase the value of transportation assets, Ropp said.

Those involved in the project envision it setting up along the proposed Trans-Texas Corridor 69, which would run from the Mexican border to the Canadian border. Dough Booher, corridor environmental manager for the Texas Department of Transportation, said the highway would accommodate freight shuttles. "The corridor is designed to be flexible," Booher said. "We're not only looking at transportation's present needs, but those 50 years from now."

Freight shuttles also would be an environmentally friendly solution to transporting large volumes of cargo, Ropp said. Besides being efficient and zero-emission, the shuttles would alleviate highway congestion, which in turn would help prolong infrastructure.

One of the exciting aspects of the project is that the institute is looking at renewable energy to power the shuttles and the

Space-Age Shuttle continued

project has a good chance of being entirely dependent on renewable energy, Roop said.

There are more than 50,000 trucking companies and 850,000 trucks registered in Texas, with 10,000 being added in the past 10 years, said John Esparza, president of the Texas Motor Transportation Association.

Trucks are responsible for moving 65 percent of the cargo manufactured in the state, about 682 million tons of freight, according to the transportation association, the American Trucking Association and the Texas Department of Transportation.

"More than 82% of the communities depend exclusively on trucks to move their products," Esparza said. Esparza said the trucking industry supports the project because it allows trucking companies to buy shuttles and pay a fee to use the rails.

"Freight has quadrupled since about 1993 when the North American Free Trade Agreement came about," Esparza said. "This is not going to compete with the trucking industry, but provide options for trucking companies."

He added that trucks still would be needed to haul the containers from the port to the shuttles and from the shuttles to their final destination – the market. Steamship companies, freight operators and third-party logistics firms also could own shuttles.

The low cost of the project is expected to keep the cost of products low for consumers.

Mileposts Make Your Railroad Seem Larger – (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc – Submitted by Jim Payton)

Trackside milepost markers measure the distance to or from a designated point such as a major terminal or a junction.

On your layout, mileposts can make your railroad seem larger. While you may not have rooms for an actual scale mile (about 67 feet in HO or 33 in N) of track, adding a mile marker at every 1/8 or 1/4 scale mile will make a run seem longer.

Railroads use all kinds of weatherproof materials, ranging from simple painted wood signs to cast concrete or cut stone. Wood and metal markers can be mounted on small posts, or on trackside telegraph poles. Partial mile markers (such as M.P. 308.25) are sometimes painted on bridges, culverts, tunnels, signals, grade crossings and trackside relay boxes so field personnel can identify them quickly.

These neat trackside details make any right-of-way more realistic and are easy to model. Several manufacturers make ready-to-use plastic and etched-metal mileposts, or you can make your own using styrene strips, paint and decal numbers.

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Club dues are due as of January 1, 2008. As in the past there are to levels of membership. Single member dues are \$12.00 single. Family membership is \$15.00

Arpad will accept dues for next year between November 1, 2007 and January 31, 2008. He prefers a check made out to Waupaca Area Model Railroaders.

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

Change in address/phone/e-mail: _____

Arpad Eisler, N2403 Knight Lane, Waupaca, WI 54981

Duluth Trip by RLH

With memories of last year's trip still on my mind we were off on a rerun trip this year. Almost six months of having trouble with the truck, the Ford Garage finally got it right. The truck ran like new and pulling the layout trailer was a non-issue. The attendance on Saturday was a little down, but Sunday made up for it.

Front page coverage of the show by the Duluth Budgeter, the local buyers guide, with a color picture of the best layout (our naturally) didn't hurt. The host of the show really knows how to treat the layout people. They set up a break room with free coffee, soda and donuts in the morning, free lunch at noon, and a free banquet on Saturday night. As last year there was a Christmas Parade that ended right at our hotel. On the way home we stopped at Rice Lake for gas and food and found ourselves in a bargain and close-out store. I found some items I needed to have for model railroading, along with \$60,000 worth of other stuff I guess we needed. Staff of the show don't know at this time if they are going to do the show again next year.



Photo by Jodi Chambers

A model train wreck downtown

If you love model trains, there is no better place to be this weekend than the Duluth Model Railroad show at the Radisson Hotel in downtown Duluth.

From the smallest train running around the brim of a hat to displays that take up half the room, tiny details abound. You will find castles, hot air balloons, helicopters, drive-in theatres and dirt track car racing in addition to the normal mountain scenery, tunnels, and multiple tracks showing every type of train imaginable.

This is the second year for the event; all proceeds go toward adding a handicapped

accessible Railway Post Office Car to the Lake Superior and Mississippi Historic/Scenic Railroad, located in West Duluth by the Lake Superior Zoo.

There will be a drawing/coloring contest for the kids, a hands-on display for the really young, door prizes throughout the event, plus a raffle that gives you a chance to win one of two starter train sets donated by Carr's Hobby.

The show runs from 10 a.m. to 5 p.m. Saturday and from 11 a.m. to 4 p.m. Sunday. Admission is \$5 for adults/\$3 for children 4-12/ 3 and under are free.

Call 310-1439 for more information.

President's Corner

A Little Wisdom from the First Lady

She says if I want to be twice as smart I should go back to school, but if I want to be three times as smart I need a sex change.

Arpad Says: When washing your pet's blanket, remove the pet first.

REMEMBERING LARRY



Waupaca Sesquicentennial

In 2007 Waupaca celebrated its 150th birthday. For part of that celebration the County Post published short spots about local clubs and organizations. Here is what they said about our club.

Waupaca Area Model Railroaders

For several decades, area model railroad enthusiasts had been gathering together once a week to enjoy their hobby. Then, on June 22, 1989, they formed the Waupaca Area Model

Railroaders Ltd and obtained a tax-exempt status.

The club built a portable model railroad layout that is 14 by 50 feet. The layout has been displayed throughout Wisconsin and Michigan, as well as in Colorado, Minnesota and South Dakota.

In the 1990's the club acquired the last remaining trolley car that ran in Waupaca. After restoring it, the club entered the car in the Hometown Day parade in Waupaca on July 4, 1999, exactly 100 years to the day from its first trip down Main Street as part of the city's trolley line.

Waupaca Area Model Railroaders also host a free model train show in conjunction with Waupaca's Strawberry Fest. More than ten miles of operating track are on display, as well as model trains, cars, airplanes, buildings, photos, and dioramas.

Officers are President Roger Hildebrandt, Vice President Peter Ugorek, and Secretary-Treasurer Arpad Eiler. The group meets at 7 pm Thursdays at members' homes. For more information, call Hildebrandt at (715) 258-8218

Thanksgiving on the EH&AC by: RLH

As with wine getting better with age, the same can be said about the First Lady's cooking. She did the turkey on the grill, and besides the one she is married to, it was the best she has done. She tried to reproduce her long gone great aunt's baked beans but failed. They were special in their own way and I thought they were good (no fool here). She referred to them as bullets. Next year's invitations will say RSVP and bullet proof under ware required.

Several visits to the railroad room were made to show off my hobby. A new ten-year old friend and a twelve-year old granddaughter were shown how to run trains using the DCC system, and in no time all things were rolling (some new members? Well, maybe). Some of the older guests must have had a good time too. I have discovered that sheep can climb trees, Harley Davidson bikers can mountain bike and most of the homes on Bader Street are mobile homes. In all, about 21 friends and relatives plus two people on one knows had a good time and some fine food.

**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
December 2007 through March 2008**

Thursday Work Sessions

December 2007		January 2008	March 2008
6	Eugene/Mike&Mary	3 Gordy	6
13	Arpad	10 Arpad	13
20	Pat S/Ed	12 <i>Saturday – Randy&Dayna</i>	20
27	Roger	17 Lynn/Mike&Mary	27
		24 Mall	
		31 Arpad	
			April 2008
			3
		February 2008	10
		7	17
		14	24
		21	
		28	

Wednesday Morning Sessions

December 2007		February 2008	April 2008
5	Stevens Point	6 Stevens Point	2 Amherst
12	Waupaca	13 Waupaca	9 Stevens Point
19	Amherst	20 Amherst	16 Waupaca
26	Stevens Point	27 Stevens Point	23 Amherst
			30 Stevens Point
January 2008		March 2008	
2	Waupaca	5 Waupaca	
9	Amherst	12 Amherst	
16	Stevens Point	19 Stevens Point	
23	Waupaca	26 Waupaca	
30	Amherst - Dennis		

SHOW SCHEDULE

January 19 & 20, 2008	Stevens Point Show
February 10	Christmas Party - Roger & Virgy
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 21 & 22	Strawberry Fest
July 11 - 13	Iola Old Car Show
August 10 (Tentative)	Golf Outing (Diane & Gordy's)
September 6 & 7	Marinette Train Show (Layout Displayed)
September ---	WLD Fall Meet
October 18 & 19	Marshfield Show/Division Meet (Layout Displayed)
October 19	Paper Valley Swap Meet – Appleton
November 3 ?	Winnebago Land Division Annual Operating Session – (TBA – 1 st Saturday of November
November 8 & 9	Trainfest – Milwaukee
November 22 & 23 ?	Duluth Museum Show (Layout Displayed) ?
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

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Turn Bridges into Billboards – Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc – Submitted by Jim Payton.

In the days of streamliners and limiteds, railroad bridges visible from busy streets and highways were decorated with fancy painted lettering and logos, billboards and metal or enameled heralds. Lettering was typically applied to pate-girder bridges, but some roads decorated the beams of through-truss structures.

Railroads used their bridges as free advertising space. Travelers along Route 66 and other roads were reminded to "Ship and Travel Santa Fe." In Toronto, QEW commuters are still told of "Canadian National Railways Courteous, Dependable Service," and Metra commuter trains are "The Way to Really Fly" in Chicago. The UP, C&NW, Rock Island, N&W and others attached metal logos to their bridges, and many of these still exist although the railroads are long gone or owned by another entity.

Preprinted and lettered bridges for popular railroads are available from several makers. Decorating your own is also easy. To simulate painted graphics, plate-girder bridges can be lettered with logo and/or alphabet decals. To model freestanding lettering or signs, print graphics from your computer onto heavy paper or cardstock. You can also use a color copier. Simply brush a thin layer of white glue on the back of the sign to stiffen the paper and apply to the bridge when it is dry.

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

Side-Door Pullman – Boxcar used by hobos in stealing rides, ‘

Seashore – San used in sand dome. Also applied to coal that is mixed with sand.

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Gordy Sauve, Editor

March 2008

Annual Christmas Party (Alert due to early publishing – February 1, 2008)

The location of this year's (2007) Christmas Party has been changed. This year's Christmas Party will be hosted by Barb and Jim Payton. The date is still February 10, 2008. If you are attending and have not checked on what to bring to this year's potluck, please call Virgie Hildebrandt or Linda Schober to see what is still needed. They are keeping a list of what members are bringing so we don't end up with all deserts or salads. Following the potluck and business meeting Jim will host an operating/brain storming session. Barb will have activities for the ladies during the business meeting.

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Christmas Party – Gordy Sauve
Dues Notice – Arpad Eiler
Layout Stories – Gordy Sauve
Pat Smith's Cajon Pass Layout
Bar Mills Kit Remodeling – Lynn Draper
Engineer Bob's Signal Lesson – Bob Todd
Tribute to J R Larson and his love of trains – Michael J Swenson
Coal and the Public Service Company, part 4 – Gary Oudenhoven.
Engine Descriptions – Gordy Sauve (MTH Trains Volume 1, 2007 Catalog)
Modeling Tips: Reproduced from Walthers E-Update Newsletter – submitted by Jim Payton

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Arpad Eiler, N2403 Knight Lane, Waupaca, WI 54981

Layout Stories for the 2008 Midwest Regional Spring Meet - Gordy Sauve

Does your layout have a story behind it? Have you gathered some statistics that you have thought about sharing with visitors? Some members have talked about having a handout available to visitors to your layout during the spring meet. Why not give it some thought. If you need help, I'm sure there are members who would assist you in putting something together.

Streamlining Steam Engines

As public interest in aerodynamics increased in the 1930s, railroads faced pressure to be – or at least look – faster and more modern. Henry Dreyfuss's 1938 design for the New York Central's Hudson was one of the twentieth century's most successful efforts at streamlining a steam engine. Rather than replicating the shroud-like drapes previous designers had used to cover and try to disguise, the steam engines, Dreyfuss chose to work with the lines of the engine itself. He left most of the lower running gear exposed to make routine maintenance easier to perform, and he kept the shape of the cover close to the engine's body. It was his elegant sleek touches – the spherical front, covered domes, and extended tender – that gave this handsome steam-liner its distinctively modern look and made it the symbol of the NYC, used in emblems and in advertising for years to come. (*MTH Catalogue One, 2007*)

Water, Water Everywhere (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc) – submitted by Jim Payton

Large water features like rivers or ponds are common on layouts, but water can be used to detail smaller scenes too.

- ***Trackside Drainage Ditches.*** Except in dry weather or desert country, a little standing water is usually visible along the bottom. Deeper, stagnant water will be covered with algae. Reeds or bushes grow on the sides, and you'll see an occasional old tie lying nearby.
- ***Highway Drainage Ditches.*** Same general details as trackside ditches — these are mowed at least once during the growing season so they can be covered with short or tall grass. Weeds, grass or other vegetation grow taller around signposts and fences, and at the far edge of the right-of-way where it isn't trimmed.

In some rural areas, these also serve as irrigation canals, with fairly deep water in them.

- ***Dirt & Gravel Roads.*** Puddles form in wheel ruts and low spots, and will be a darker shade of the surrounding soil or stone color.
- ***Street Gutters.*** Standing water in gutters can imply a recent storm, or a freshly washed car; just add a little dark gloss at the edge of the curb and leaves, grass clippings and litter near storm drains.
- ***Junkyards.*** Similar to dirt roads, but puddles and low spots have a rusty color and streaks of oil on the surface.
- ***Railroad Yards.*** Engine servicing areas take on a gray-black shine when wet, especially in pre-1980s scenes, because of spilled fuel, grease and oil. Inspection and ash pits may have a little standing water in them. Dirt service roads will have plenty of puddles.

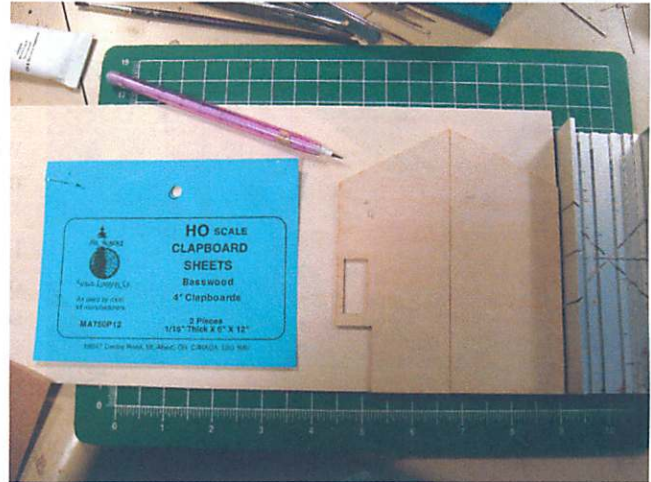
Bar Mills Kit Remodeling by Lynn Draper

I ordered The Shipyard Brewing Company by Bar Mills Scale Model Works. When I received it I was shocked to see I had only ½ of a building. I looked at the ads and, sure enough, that is the way it was advertised.

I can see how this kit would be a big hit on most layouts, but it was useless on mine. My layout has no wall area to handle a ½ structure. All of my city and industrial areas are on peninsulas and all of their sides are in view.

So, what to do? I looked at the picture on the box and knew I had to do something. I just loved the design of this building. I have been scratch building and kit bashing buildings for over 30 years...real ones and model ones. I had my own construction company for 25 years. We did a lot of remodeling and new home construction so kit bashing a model building was a small matter. LOL

I have built several Bar Mills kits so I had a good idea how it was to be assembled. All I really had to do was change the two ends to complete gables and add the back. Then I would have the structure I thought I was going to have.



I got out a 6" x 12" sheet of Mt Albert Scale Lumber, 1/16 thick, with 4" clapboards, some Grandt Line 12 Pane Windows #5031, a couple of Alexander Scale Models #2401 freight doors, and two double windows I found in my scrap box. I think they are Alexander Scale Models also.

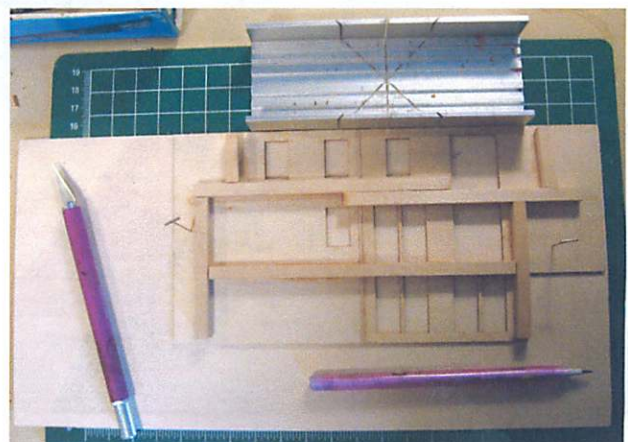


First I laid out the half gable walls from the kit, side by side, pick to pick, onto the back of the 6" x 12" sheet of 4" clapboard. I used a very sharp pencil to outline the two walls. I then extended the line on the left down to the bottom of the sheet to complete the new wall. (See fig. 1)

Using a metal rule and a hobby knife I cut the clapboard with a new #11 blade. You can put the two original walls together to form one of the new walls or you can make a new

wall by following the original outlines of the two together. The clapboards on the Bar Mills siding did line up well, but there was a very distinct line where the two pieced joined so I chose to make two new walls. You could use a tree or vine to hide the seam if you needed to save on material, but where I planned to use the building I didn't think it would look good.

Now that I had two new walls, I laid the windows on the backside of each wall and cut out the new window openings. Next I braced the back of each with the material sent in the kit. Figure 2 shows the two new walls.



Next I needed to do was build the back wall. I put the front wall together following the instructions. After the wall was completed I placed it on another sheet of clapboard and with the sharp pencil I drew around the wall. I then cut out the new wall, and placed and cut out window and doors openings. {See fig. 3}

Then I painted the walls a mixture of caboose red and crimson red. To age the wood, I first applied a weathering solution of alcohol and India ink. Then I thinned the red color to act more as a wash than a finished paint. All in all I think it turned out OK. I had a lot of problems with the clapboard siding

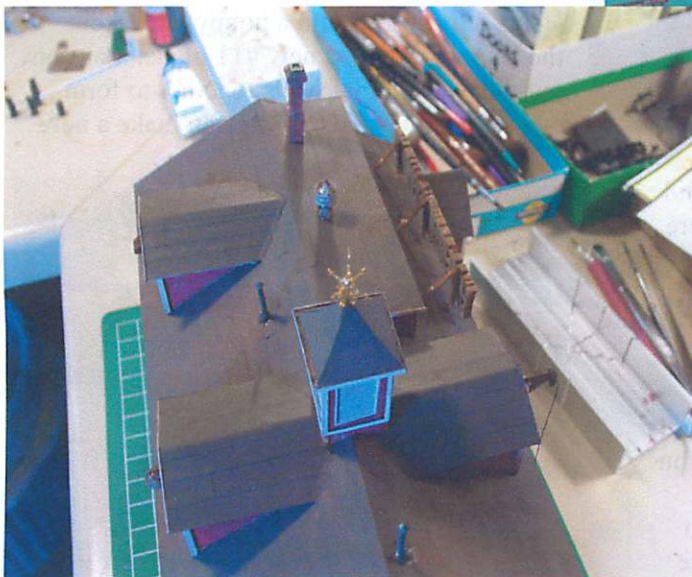


warping even with the bracing. I normally spray paint wooden models but with this combination I brushed the colors on and it really soaked into the wood. Of course, when this happens on one side of the wood it will do its thing and warp all over the place. I used some very heavy books and I set them on top of the walls and let them dry over night. All was well in the morning!

I then glued the four walls together, added the bump out and enclosed stairway from the kit. I had to make some changes here also, but that was due to something that wasn't shipped with the kit and not the remodeling. {See fig. 4}

The roof came next. I wanted to keep the busy look of the original roof so I duplicated two of the gable dormers to place on the new side. Then I very carefully notched the other two sides of the cupola so it would fit on the four ridges. I used tarpaper roofing to finish the roof and added fascia on the gable sides of all the roof areas. This was done by cutting scale 6" strips from the left over sticky back wood material shipped by Bar Mills. I also changed the name to Yard Brewing. No Shipyards in the Colorado Rockies.

The finished building turned out better than I expected. It looks great as a stand-alone structure and all four sides have some interesting things to catch the eye. Because of the time period, I am considering adding a stable to one of the ends. Before I do that I will have to place the building on the layout and make some adjustments to the track configuration. If all goes well next time you come to see the Fremont and South Park you will see the stables, and its inhabitants, as part of a beautiful addition to my layout.



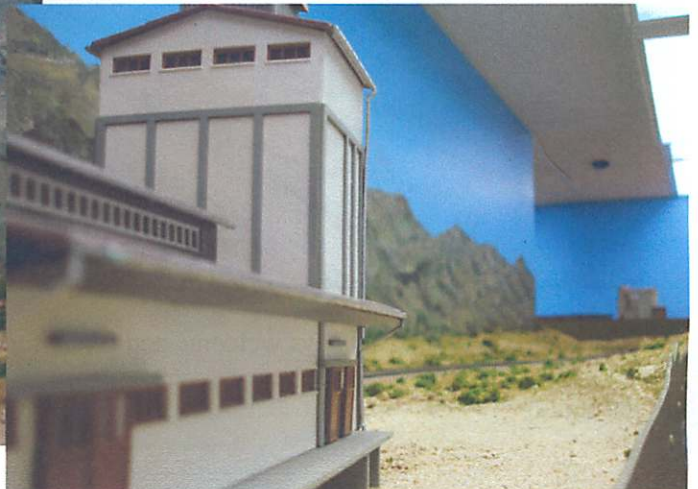
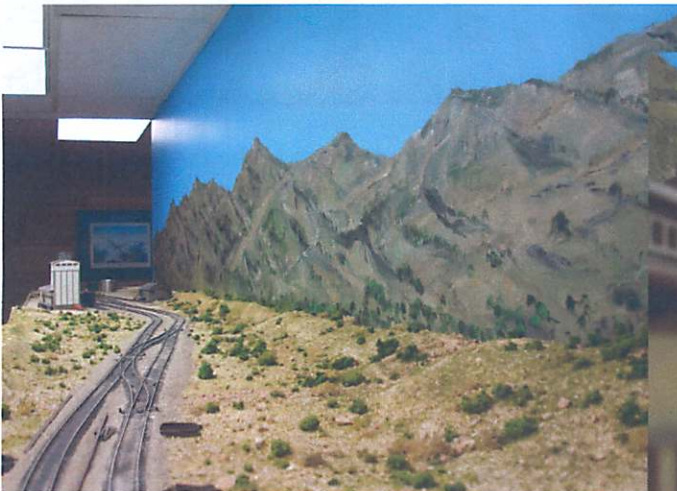
Pat Smith's Cajon Pass Railroad

Cajon Pass is the primary gateway to and from the Los Angeles basin across the mountains in south-central California. My HO modeling of Cajon Pass is set in 1960 when it still had only two mainlines. Both the real Pass and my layout have very little switching but LOTS of heavy mainline through trains with helpers added and cut off at various locations.

I have always been attracted to the Santa Fe RR and western scenery. In fact, in the 1950's my dad and I had a "large" 10x10 American Flyer Santa Fe layout. I waited for years to get going on my own setup but lots of other things kept interfering. But, I told my wife that someday I would have a "killer" layout-- you'll see!!

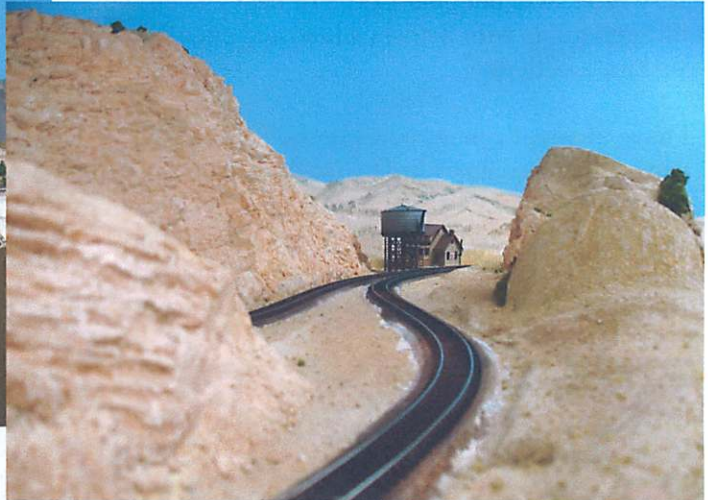
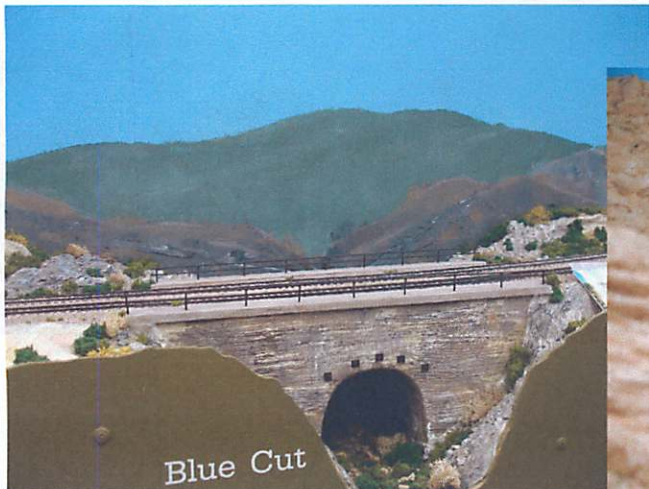


After building our home in 1997 (a roof to keep water off the trains) I asked a friend of mine, Stephen Priest, to draw a plan for the basement. Stephen is uniquely qualified in all the world to do this. He has been an architect, engineer and conductor on the Santa Fe system. He has written numerous books and is the current editor of *Scale Rails* for the NMRA.



His layout was featured with a cover story in Model Railroader a few years ago.

Scenery is now progressing nicely with a lot of help from Lynn and Gordy. A few electrical problems need to still be dealt with but we are confident that they are minor. It is exciting to finally see evidence that this may still be finished in my lifetime!



The layout is basically a point to point from Los Angeles to Barstow with extensive staging planned. There is also a continuous run available. But the real action is the trains as they struggle to crest the Pass at Summit. Leaving San Bernardino heading east and Barstow heading west helpers are added with separate crews to keep it interesting. At Summit the helpers are usually but not always cut off and return to their base. Sometimes they need to stay on for the downhill braking. Throw in lots of traffic with slow 3% grade speeds and things get complicated. Add in major yards to build up and break down the trains and deal with entrances from staging and you soon see that a lot of people will be busy.



I have made about 6 trips to the Pass and have found the researching and history to have been one of the most rewarding areas of this entire project. The more I learn, the more I find that I don't know!

Of course, everyone is always welcome and I look forward to all the good times ahead!

Pat Smith

Haulin' Powder River Basin Coal

Part 4 of 4

By Gary Oudenhoven

Prior issues discussed how Powder River Basin coal was formed, mined, shipped via coal unit trains and unloaded. This final issue will take it the rest of the way.

Wisconsin Public Service utilizes Powder River Basin (PRB) coal to generate about 65% of its electricity for its customers. Another 20% is then from nuclear purchased from the Kewanee plant off Lake Michigan. The remaining is a combination of purchased power, hydroelectric, natural gas-fired peaking plants, wind and biomass-fired generation. Note: Biomass is from landfills or cow manure.

WPS runs the Pulliam coal plant at the mouth of the Fox River in Green Bay started with units 1&2 in 1927 that have since been retired. Units 3&4 came on line in 1943/1947 and were just retired after 60 years of service. Unit 5-1949, unit 6-1951, unit 7-1958 and unit 8-1964 all currently produce about 312MW of power. WPS is also part owner with other utilities at the Edgewater coal plant in Sheboygan and Columbia coal units 1&2 in Portage, WI. More details on WPS power generation can be found at <http://www.wisconsinpublicservice.com/news/plant.aspx>

Weston coal-fired power plants located below Wausau started in 1954 with unit 1 at 60MW and unit 2 added in 1960 at 75MW. Both units use cooling water from the Wisconsin River. Unit 3 at 320MW came on line in 1981. The Waupaca Area Model Railroad club has a mock-up of Weston unit 3 on its inner section or the Wausau branch of the traveling layout. Weston unit 3 took four years to build and was designed to burn PRB coal. Weston units 1 & 2 started on eastern coal but have since been converted to burn PRB coal. The Weston unit 3 uses a closed loop cooling system with two 2,000 hp pumps to circulate water in two 6 foot diameter pipes out to the cooling towers. There water cascades down over a series of perforated plates, transferring its heat to the air. During the winter time, you can see the plumes of this moisture vapor from the cooling towers. Thus relatively small amounts of river water are used for make-up water and no heated water is returned to the river.



Peak electrical demand for Wisconsin continues to grow at about 2.5% each year. This is equal to a new power plant in the state every 2 years. Weston 4 was announced Fall of 2002 with ground breaking November 2004 and expects to have commercial operation to begin June 1st, 2008 or sooner. Weston 4 is 500MW at a cost of \$750 Million. One third of Weston 4 will be co-owned by Dairyland Power Cooperative. Weston 4 is slightly larger than Weston 3 and will be attached using the same color scheme. Weston unit 4's exhaust stack is approx. 500 feet high or just slightly higher than Weston 3.

The unit 4 boiler will run at 3,750 pounds pressure and 1,080 degree F temperature. This high pressure is considered supercritical which provides higher efficiency and with air emission equipment will be one of the lowest mercury, nitrogen oxide, sulfur dioxide and particulate emitting coal plants in the nation. Approximately 16% or \$120 million of the construction cost is for air emission control systems.



The 330 ton generator made by Toshiba in Japan had its final leg by rail car arriving at the plant on April 14, 2006.

Weston 4 plant trivia:

- 53 miles of pipe
- 435 miles of electric cable
- 73,000 yds of concrete
- 1,200 construction workers

Now for the rest of the story...# 3 or last issue described the rotary coal dumper in the heating shed. It takes 40 seconds to rotary dump the 105-120 tons of coal into the frozen coal grinder below. Two conveyors will then transport that coal in about 2-1/2 minutes to the coal pile. Weston 4 then has its own transfer conveyor to make its own coal pile. Under each pile is another frozen coal grinder that conveys the coal up to the crusher house.



At the crusher house, the coal is reduced from approximately 2.5" to 3/4" chunks of coal. That coal is then stored in multiple silos in the plants. Each silo holds 1,000 tons of coal that is then fed to a pulverizer that breaks the coal down to a talcum powder-like dust that is then blown into the boiler to burn. The boiler then generates the steam that feeds the steam turbine which turns the generator thus providing electricity for homes and business. The exhaust hot gases from the boiler are cooled so they can be filtered thru a baghouse to remove the particulates and treated to meet environmental standards. The steam that passes thru the turbine condenses to water that then is cooled down with cooling towers similar to Unit 3. That water is then pumped back into the boiler with two 15,000 hp feed water pumps to complete the cycle. Unit 4 inherently uses about 10% of its rated output just to run itself given all the motors for pumps, fans, conveyors, etc. This makes itself one of its own largest customers for power.

PRB coal inherently has about 5% ash. After the coal is burned, the majority is called fly ash captured by the dust collection bag house. It is very fine powder and exhibits properties like Portland cement and thus is used in concrete thus saving energy used in making cement components. One good example is 310,000 tons have been used at the Central Wisconsin Airport in Mosinee for runways. Bottom ash emptied from the bottom of the boiler along with fly ash can be used as fill for highways etc

See <http://www.wisconsinpublicservice.com/news/weston4.aspx> for more information and especially check out the photo gallery for the construction pictures.

This ends the PRB series and the author hopes you enjoyed this coal trip.

Engineer Bob's Signal Lesson

Now you don't have to wonder what they mean. Here on the front and back of this page are Engineer Bob's Cheat Sheet for eight signals -



ADVANCE APPROACH:

Proceed prepared to pass next signal not exceeding 40 MPH. Trains exceeding 40 MPH must immediately reduce to 40 MPH.

This flashing double yellow signal is an advance warning that two signals away will be a STOP indication and you must be prepared to stop at the second signal from this signal.



APPROACH DIVERGING:

Proceed prepared to enter diverging route at next signal at prescribed speed prepared to stop at second signal.

This signal indication tells you that at the next signal you will be taking a diverging route and that you must be prepared to stop at the second signal which will be the one AFTER the diverging route signal. Your next signal indication will be either DIVERGING CLEAR or DIVERGING APPROACH.



APPROACH:

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

This signal tells you that the next signal will be a STOP signal and you must be prepared to stop before passing it.



DIVERGING APPROACH:

Proceed on diverging route at prescribed speed prepared to stop before passing next signal.

This signal indication tells you that you will diverge from the main line onto siding and that the next signal in that siding will be STOP. You must proceed prepared to stop for the next signal and at prescribed speed for that siding as instructed by special instructions in the timetable.

Engineer Bob's Signal Lesson – Page 2



PROCEED: Proceed

The term most widely used for this signal indication is "CLEAR", meaning track ahead to the next signal is clear.



RESTRICTING: Proceed at restricted speed.

This signal indication tells you that something ahead of you is on the same track and you must proceed at a speed that will allow you to stop short of the obstruction and not exceeding 20 MPH.

Rule 518 Restricted speed:
MOVEMENT AT RESTRICTED SPEED;

When a train or engine is required to move at restricted speed, it must proceed prepared to stop within one half the range of vision short of train, engine, railroad car, roadway workers or equipment fouling the track, stop signal, or derail or switch not properly lined.

The crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required or have reached the end of signaled territory.

In other words you need to be ON YOUR TOES!!!!

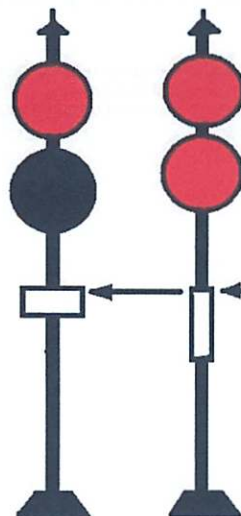


STOP:

Stop before any part of train or engine passes this signal.

You must stop before any part of your train or engine passes this signal and must not pass without dispatcher authority. STOP AND STAY.

← The absence of a number board on this signal mast indicates that you may not proceed after stopping without DISPATCHER AUTHORITY.



RESTRICTED PROCEED: Proceed at restricted speed.

The number boards on the signal mast tell you that a stop is not necessary but you must enter the block at restricted speed prepared to stop within half the range of vision short of ANYTHING.

Restricted speed gets more people fired than any other rule.

NUMBER
BOARD



By: Mitchell J. Swenson, President
Scandinavia Booster Club, Inc.

Train Car Dedication and Tribute to J. R. Larsen

A special attraction for the 38th Scandinavia Corn Roast Weekend (August 4-6, 2006) were two railroad cars; one being a flatbed and the other a caboose. It was the culmination of a dream by Jim Larsen who along with his wife Gloria are owners of the J. R. Larsen Co. of Weyauwega. Jim became a collector of railroad memorabilia through his business of scrapping and recycling. Jim's idea was to move the cars into an event using special semi trucks and a crane to set in place. The flat car would be used as a music performance stage and the attached caboose would serve as a dressing / break room for the band members.

A long time dream of Jim's, this type of setup was going to be his and Gloria's retirement project. He had made the offer to one local event but they didn't want any part of it. When we heard about this idea, we said bring it to Scandinavia. After a couple of site evaluations, several telephone calls, on Wednesday, August 2, the first two semis arrived at Ellison Memorial Park. A large crane was brought in to set the railroad sections, then the trucks and then the cars. This was a two day project with final touches being made on Friday. The first band to play on the flat car was the Milwaukee American Legion band, with about 35 members in their brass band, during Saturday's Patriotic Program. Later that day, NightStar performed and on Sunday the Sloppy Joe Bluegrass Band played aboard the Wisconsin Shortline Railroad, LLC music stage. Jim, who served in the U.S. Army during Vietnam was impressed with the program that paid tribute to all veterans and how well the Scandinavia community and Booster Club worked together and gave him the opportunity to bring his railroad cars to town. His face glowed all weekend, as he was able to see his dream come true.

Unfortunately, this story has a sad ending. On Tuesday, August 15, 2006 Jim collapsed as a result of heart arrhythmia complications. Jim passed away on Saturday, August 19. While the cars were only supposed to be on display for a few days in Scandinavia, Jim's wife Gloria and family requested they remain at the site where Jim's dream was achieved. The cars have since been given to the Scandinavia Booster Club as a tribute and memorial to continue Jim's dream of musicians performing on the railroad cars. While this gift is truly an honor for us, we wish it didn't have to happen this way. We had a lot more to learn from Jim and his knowledge of history.

On Saturday, August 4, 2007 a dedication of CNW Caboose 10947 and flat car was be done in honor of Jim. Jim had many big ideas, and many of them were accomplished. A part of the J. R. Larsen Co. legacy has been left in our care. Jim, we'll do our best in the future to make you proud!

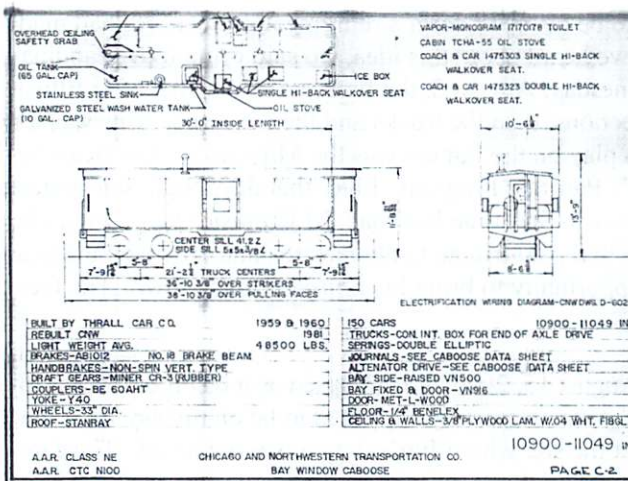


Additional pictures of Scandinavia Booster Club's tribute to J R Larson



Kenosha Area Pipe & Drum Corp prior to performance

American Legion Performing on flat car



Bill of Sale for Caboose

ROAD - CANW HT.	KIND OF CAR CABOOSE -	CAR NUMBER	10947
OWNERSHIP PLATES - Conditional Sale Agreement dated 2-1-55 between Bethlehem Steel Co., UNW Ry. & Northern Trust Co.	ALL Steel - Bay Window	DATE	4-26-1960
BUILT BY Thrall Car Mfg. Co.	AT Chicago Heights, Illinois - Purchase AFE 85086	UNDERFRAME	Steel
AVERAGE WEIGHT	REPLACEMENT CAR	SUPERSTRUCTURE	Steel
Place	Old	New	Date
Place	Old	New	Date

Chicago Northwestern Caboose Specifications

See-Through Structures? - (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc - Submitted by Jim Payton)

There are few prototype buildings that allow you to look into a window and see out the windows on the other side; so why allow them on your layout?

- One solution for this problem is to add interior detail. Structures with large banks of multi-paned windows beg for at least a few details inside. Several manufacturers make machinery, tools and other interior components you can add inside.

-Another solution is to keep light from passing through the structure. This works best in buildings with smaller windows that make it hard to see interior details, especially in smaller scales. For these structures, simply cut a piece of black or dark gray construction paper to match the interior height and width and place it inside. It'll block light from the other side of the structure and that empty look will vanish.

WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
February 2008 through June 2008

Thursday Work Sessions

	February 2008	March 2008	May 2008
	7 Pat L/Lynn D	6 Arpad	1
	14 Jan/Mike E	13 Ed/Eugene	8
	21 Gordy		15
	23 Saturday - Pat Smith	20 Gordy/Arpad	22
	28 Roger Operating	27 John P Operating	29
		April 2008	June 2008
		3	5
		10	12
		17	19
		24	26

Wednesday Morning Sessions

February 2008		April 2008	
6 Stevens Point		2 Amherst	22 Stevens Point
13 Waupaca		9 Stevens Point	29 Waupaca
20 Amherst		16 Waupaca	
27 Stevens Point		23 Amherst	June 2008
		30 Stevens Point	4 Amherst
March 2008			11 Stevens Point
5 Waupaca			18 Waupaca
12 Amherst			25 Amherst
19 Stevens Point		May 2008	
26 Waupaca		7 Waupaca	
		14 Amherst	

SHOW SCHEDULE

February 10	Christmas Party - Barb and Jim Payton
February 16 & 17	Madison Train Show
March 8 & 9	La Crosse Train Show
March 9	Two River Family Train Show
April 26 & 27	Green Bay Train Show (Layout displayed?)
May 9,10,11	NMRA Regional Meet at Waupaca
June 21 & 22	Strawberry Fest
July 11 - 13	Iola Old Car Show
August 10 (Tentative)	Golf Outing (Diane & Gordy's)
September 6 & 7	Marinette Train Show (Layout Displayed)
September ---	WLD Fall Meet
October 18 & 19	Marshfield Show/Division Meet (Layout Displayed)
October 19	Paper Valley Swap Meet - Appleton
November 3 ?	Winnebago Land Division Annual Operating Session - (TBA - 1 st Saturday of November)
November 8 & 9	Trainfest - Milwaukee
November 22 & 23 ?	Duluth Museum Show (Layout Displayed) ?
January 19 & 20, 2009?	Stevens Point Show
January 26	Tri-Stqte Rail Sale, La Crosse
July 3-10, 2010	NMRA Convention (Layout tours & Layout displayed?)

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

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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

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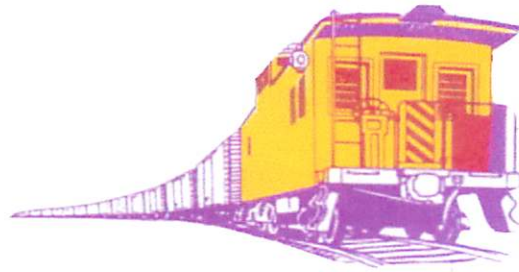
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Gordy Sauve, Editor

May 2008

Thursday At-Large Work Sessions. To give all members who still need help in getting their layouts ready for the NMRA Regional Convention, May 10 & 11 the May 1 & 8 sessions will be "at-large". If you need assistance in getting ready or volunteer to help other members, please make it known by contacting members directly or letting Arpad know. He will act like a clearing house.

Strawberry Fest & Old Car Show Update: Down by the Shoofly - Dennis Cook. I have been getting my share of rest and healing here at the Shoofly. All is going well and the end of the process is in sight. Thanks to all of you for your support and prayers. This has been an incredible adventure. It has taught me a lot, but I am ready for it to be over. The club has a lot of activity coming up in the next few months, including our two major fundraisers: Strawberry Fest and The Old Car Show.

The process for **Strawberry Fest** (June 21 & 22) is under way. Vendor and Layout applications are in the mail. Announcements are scheduled for several magazines. Flyers have been mailed to vendors who will pass them out. Other mailing will follow.. Getting the word out is where the work needs to be done now. Many of you will be at the Title Town Train Show in Green Bay and also the May NMRA Regional Meet. These are places where we can talk up our show and pass out flyers. **Remember to let the public know that our show is not on Father's Day this year.** We will be setting up the show on Friday night, June 20 starting at 6 PM. If we can starter earlier in the day I will let you know. If you know of individuals, either potential "swappers" or vendors, that should receive an application, let me know and I will send one. The Paper Valley layout will not be with us this year, but we have two new layouts coming. I would like to see our layout set up, but at this point that decision has not been made. The Model Contest is showing great promise this year. I encourage all of you to enter. Please call me with any questions. Anyone planning on visiting any hobby stores please take some flyers along. (Lynn and Gordy have Engine House covered.) Thanks to Gordy, we have flyers to hand out; call me and I will get them to you. Because of health reasons I will not be in Green Bay. Those of you who will be there, **please pass the flyers like they are candy.**

The Old Car Show (July 10 thru 13) will be the same venue as it has in the past. The auction (July 12) is back for one more year, and the day we need the most help. The major change is that the Jensen Center will not be working with us. They are bowing out to work on other projects. Some of their people may still work with us, but we need to replace their empty slots. Talk to your friends and ask them to help. Let me know who they are so I can call them. I need to submit our work schedule by May 2nd and I will be calling all of you. Arapd guaranteed that this year will prove to be the most fun for us yet. In addition we can use our Thursday, July 10, evening meeting to work on set up, and as several of you did last year, work with the Swap Meet set-up, Wednesday through Friday (July 9, 10, land 11). Other workdays this year are Monday, June 30, and July 7th and Wednesday, July 9. I look forward to talking with all of you. This show is a major fundraiser, and one that I very much enjoy doing. Call me if you have questions or thoughts. I welcome your thoughts on working with Stan and how the Swap Meet setup should work. I will be meeting with Stan and the Old Car people in the end of May.

WAMR Picnic & Golf Outing Potluck – Gordy Sauve. Mark your calendars for August 17, 2008 and make sure to come this year's picnic and golf outing. 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. In addition to golfing, you can walk/hike the many trails. Hopefully, the water in Lake Diane will be warm enough for a dip or swim. For the diehard railroader, Princess Tracy's Fantasyland and Lionelville will be operational. The "banquet" will be "potluck dish-to-pass".

Electronic Crummy? – Gordy Sauve. Plans are underway to produce an electronic (e-mail) version of the Crummy. This possibility was brought up at the Christmas Party business meeting as a means of keeping costs down and still producing a quality newsletter. This would replace the paper version for members who have e-mail. Targets are either the September or November issue. Please check the roster in the website to make sure we have your current e-mail address. If it is not listed or is incorrect please notify Gordy, or Pat Lyons. Pat is now responsible for the website and can change it on the roster.

Artic Run 2008 – Roger Hildebrandt. A new store goes up on the corner and the business falls on its face. Several new owners and no improvement. Then for no reason the next owner seems to have a gold mine. Such is the case of Artic Run...though it is the same owner, but a new location. The boys in the Point Club may now have a train by the tail. There was a nice mix of layouts and sales tables. When the show was free the crowd was low, but then came the \$2.00 fee and behold they came. The club layout went up and came down with out any major hitches. Did anyone notice that Roger ran a train both days? With Andrew not being there Grandpa had to learn to start all over again. Grandpa is already looking forward to next year.

EH & AC Time – Roger Hildebrandt.

- With the Waupaca Foundry being down for two weeks during the holidays I managed to spend a lot of time on the layout plus take in two old at Wednesday mornings breakfasts with two "old" club members.
- When I installed DCC I left part of the old analog system in place for use by the grand kids. Well, three years later and never having been used, it was time to remove it.
- Cobbtown got a second siding and the bagman did a lot of his handy work. The Waupaca River got banks and the bridges got supports. The groundwork for Highway 54 east of Waupaca got finished and is awaiting paving. The last of the area needing to be covered with bag material in Waupaca has been done also. Schober Mining received needed bag cover and a road into the engine service area.
- CNW GP35 and Ann Arbor R51 showed up in the GB&W yard and were quickly sent to the EH&AC for decoder installation. Several cars in the car shops were repaired and two more were put together...only 137 more to go.
- A second 4R91 (radio receiver) was installed and the mailman delivered a new UT4. I remember the days when I thought it would be nice to have DCC. Now we not only have DCC but it is radio controlled and heading to four number addresses.
- The main railroad room even got a lighting upgrade. Maybe I should try to take more time off from work to railroad.

Contributing Members

At Large Work Sessions; Picnic & Golf Outing; Electronic Crummy – Gordy Sauve

Strawberry Fest & Old Car Show – Dennis Cook

Artic Run 2008; EH & AC Time; Scholarship Fund – Roger Hildebrandt

Dearly Beloved; More Railroad Lingo; Interesting Facts from Engineer Bob – Bob Todd

More Geologic Activity in Central Wisconsin – Lynn Draper & Gordy Sauve

History of the Custer Central Railroad – Mary Eiden

Lionelville – The Completed K-Line SuperStreets Layout – Gordy Sauve

January Business Meeting Minutes – Sue & Arpad Eiler

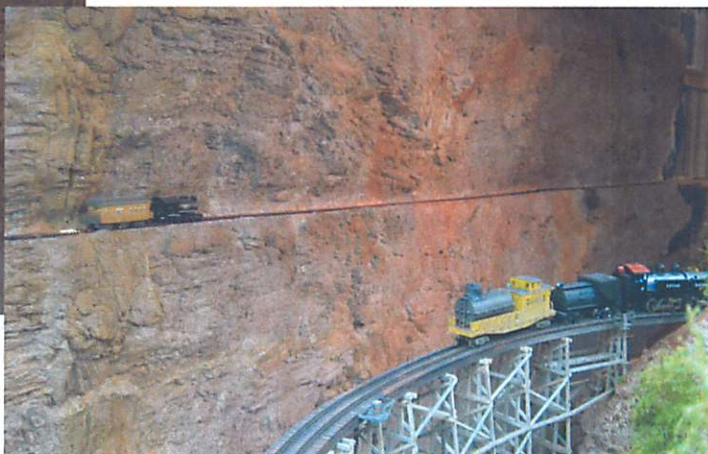
Modeling Tips: Reproduced from Walthers E-Update Newsletter – submitted by Jim Payton

More Geologic Activity Erupts in Central Wisconsin – Lynn Draper & Gordy Sauve.

Waupaca, Wisconsin. The Central Wisconsin Geologic Survey has reported additional seismic activity in the Fremont area. The weekend of March 29 & 30 the Portage and Waupaca plates crashed again. The activity centered in the Smith's Fault area between the plates. As the Portage plate sought to climb over the Waupaca plate a new 200 pound plaster mountain range, almost 3/5 of a mile long (35' actual), rose south of Highway 10 extending almost to Lynn Draper's Driveway. The main ridge of the new mountains rose 261', the height of a 25-story building (3' actual), above the surrounding area. Unable to sustain its forward movement, the



entire Portage plate, including the new mountains, slid back west of Smith Fault creating the now famous San Cynthia Rift, home of the Gunnison River. In an area known as Sauve Canyon the bottom of the rift fell further, adding additional 87' (HO) of height to the mountains.



According to the Fremont and South Park Railroad's bridge department the towering curved wooden trestle at Sauve Canyon miraculously escaped damage. On close inspection of the new mountain range, Lynn Draper, president of the Fremont and South Park found a natural roadbed that will be ideal for extending service to Leadville. Draper instructed his legal department to organize a new subsidiary corporation, the Leadville and Gunnison Railroad, to build/operate the line. The engineering department has recommended that the new subsidiary be narrow gauge to save on cost of constructing the new roadbed. During the seismic activity the famous waterfall in the Black Canyon of the Gunnison River ceased to flow for about 4 hours. In all, the building of the Fremont and South Park Railroad mountain ranges has consumed 900+ pounds of plaster...almost a half of a ton. .



Larry Hildebrandt Scholarship Fund – Roger Hildebrandt. Graduation day for the class of 2008 is drawing close and its time to send in our scholarship funds. For a long time the club has put up \$200 and anyone who wishes can add to that. For the last several years we have managed to increase the scholarship to \$500. Any amount will be greatly appreciated. Though the scholarship fund is given the end of May, we can contribute anytime throughout the year.

Dearly Beloved (Submitted by Engineer Bob from an unknown internet source)

We are gathered here today in accordance with regulations of FRA, AAR, STB and other regulatory bodies to unite these two units in M.U. service. If anyone takes exception, file your grievance or get in the clear.

(Lead Engine), Do you take this engine to be your trailing unit, tying down your pin lifter forever, and permanently restricting yourself from interchange service, even with newer, freshly-painted units, remaining coupled despite flat wheels, sticking brakes, even unto bad orders and major derailments, until you are both rendered unto scrap?

- ***If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.***

And, (Lead Engine), do you promise to pull with this unit up ruling grades, using throttle and air wisely to prevent rough train handling, broken knuckles, and pulled drawbars, applying sand as necessary to prevent wheel slip, so that you both crest the hill together, regardless of the rail conditions and trailing tonnage?

- ***If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.***

And do you also promise not to cut away from your trailing unit, even when her side sheets have rusted through, and her paint job has faded?

- ***If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.***

Now, (Trailing Engine), do you take this Engine to be your lead unit, tying down your pin-lifter forever, and permanently removing yourself from interchange service, even with newer series, high-adhesion, high-horsepower units, remaining coupled despite flat wheels, sticking brakes, even unto bad orders and major derailments, until you are both rendered unto scrap?

- ***If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.***

And do you promise to respond promptly to throttle and brake commands from your lead unit, handling your share of the tonnage, and helping your lead unit up ruling grade when necessary, being ever cautious to avoid unnecessary drawbar buff?

- ***If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.***

Do you also promise to remain coupled to your lead unit, even when he has a couple of traction motors cut out, and can no longer develop full horsepower?

- ***If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.***

Now, as a token of your intent to M.U., make the joint and stretch the slack.

By the power vested in me by the Division Superintendent and the Road Foreman of Engines, I now pronounce you permanently coupled.

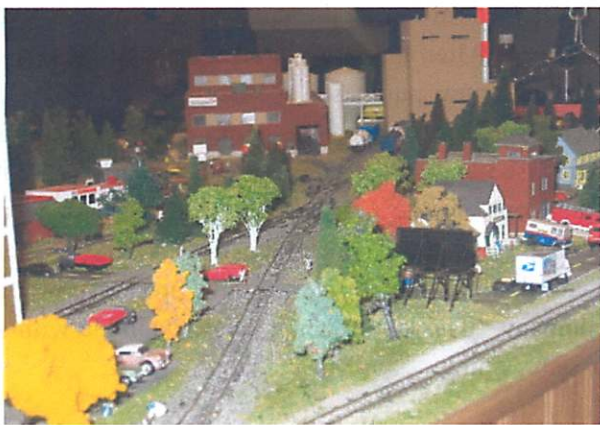
You may now cut in the air.

More Railroad Lingo (Continued)

Air Monkey – Air-brake repairman

Fountain – That part of a locomotive where steam issues from the boiler and flows into pipes for lubrication and injection, etc.

The History of the Custer Central Railroad - By: Mary Eiden



I have been involved in model railroading, in some way or another, since I was a child. My brother, Mike, has had trains since he was little, starting with Lionel and eventually moving to HO scale. I remember helping him work on his layout when he still had Lionel. As we got older, I had my interests, which girls usually do, of dolls and other female oriented activities, so when he first switched over to HO, I really did not get involved with it too much.

It wasn't until late 1980 that I again became interested in trains. Mike had joined the CWMR in 1987. I remember going to shows to see their layout at the Plover Mall and to the WinnebagoLand (WLD) Division Meet at Pacelli High School. Mike talked about trains and possibly building a layout all the time. I figured if you can't beat 'em, you join him! So around 1989, I joined the CWMR.

In 1990, I was approached by a couple of WLD members to run for Chief Clerk (Secretary). I reluctantly accepted and the rest was history. Not only was I Chief Clerk, I also was editor of the Division's newsletter, *The WinnebagoLand Whistle*.

I have always liked passenger trains. After I got involved with the club, Mike brought me my first set of cars and an engine; an N scale Amtrak passenger set. Yes, I did say N Scale. Even though I was in a club that was a dedicated HO Club, I liked N Scale and so that's what Mike bought me. Eventually, after working a few years, I purchased some HO Scale rolling stock & engines. However, I do have my own road in HO, The Mosinee, Biron, and Eastern Railroad.

Now what does all-of-this have to do with the history of the Custer Central Railroad? Without going into great detail, I had talked about having a pink engine painted. There is a long story of how this came to be. Besides, I think most of you have heard it from me before.



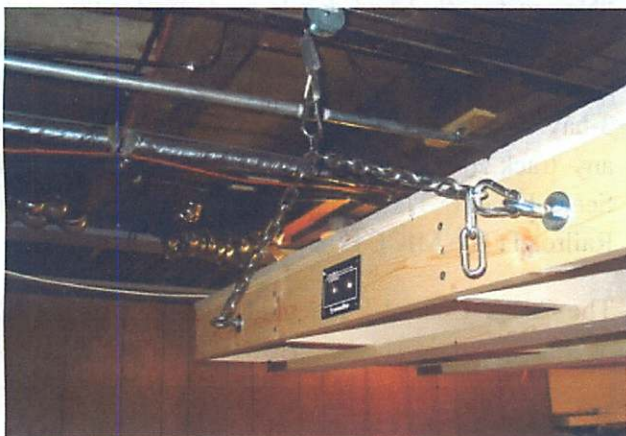
When I talked about doing this, a person who shall remain nameless told me that it would never run on the club layout, so I dropped the subject. It wasn't until the CWMR N Scale group was formed that I thought again about doing a pink engine. I asked the N Scale group if they cared if I did this, they said, "No, go for it! I had decals made up for this pink engine and decided on Custer Central for the road name. I had one engine, a caboose, and a couple of 3-bay covered hoppers. The railroad never owned any track, but had trackage rights on the club N Scale Layout, The Monico, Ill Creek, and Easton Railroad (The MICE Line).

The Custer Central frequented the MICE Line and operated at train shows. However, in 2000, when the MICE Line made its final appearance, the Custer Central, as with all my other N Scale equipment, was put into storage. This is where the real history of the railroad begins.

In 2002, Mike and I joined the Waupaca Area Model Railroaders. I began to get into HO Scale and left the N Scale in storage, thinking I would probably never have another opportunity to run it again. In 1997, we had begun work on the HO layout we are still working on today.

One evening, when the WAMR guys were over for a work session, we got to talking about N Scale. I commented that I missed being able to run my N Scale equipment. Roger Hildebrandt suggested I build a small N Scale layout. Others agreed. My comment was, "Where are we going to put an N Scale layout?" We had committed a great deal to HO, and our basement is not huge (like Arpad's shop or Gordy's barn). I should have known that Roger would come up with a plan. After all, shortly after we joined WAMR and they began coming to our house for work nights, that talk of a helix was in the works. I said to Roger, "We certainly can't get rid of the pool table. That belongs to our sister Karen.)". Roger suggested we build it on top of the pool table. I thought, "Great, and just how would we shoot pool?"

I presume that most of you out there know what a boat crank is? Roger said we could use a boat crank and pulleys to hoist the layout above the pool table. The layout would be suspended above the pool table and with the aid of a light under the layout, you could shoot pool. At first, I thought, "Is he really sure this is going to work?" One lesson I learned that night was never underestimate the power of Roger Hildebrandt - if there's a will, there's a way!



With the aid of Roger and the rest of the club, the benchwork and the pulley system was built. We worked out a track plan, laid the track, and I used all the buildings left from the Monico, Ill Creek & Easton line. There was enough to create a new version of the city of Ill Creek. Mike wired the layout for Digitrax and put a light under the pool table.

Since the MICE Line didn't exist any more, I thought about how I was going to explain why Custer Central ran in the town of Ill Creek. The answer - After the MICE railroad disbanded, the Custer Central purchased the Ill Creek line. Since there was only one Custer Central Engine, it purchased engines of various road names so that it could operate the railroad in an efficient manner. A couple of the major industries on the Custer Central Line are a paper mill and a printing company. The layout has a single mainline with a passing siding.



Since I feel detail is more important than size, the 4x8 layout is very detailed, including highway signs made with Evans Designs' "Graphics Depot" program. While it isn't a large layout, it is fun to operate, plus it gives me a chance to run my N scale equipment. Without the help of the WAMR guys, the Custer Central Railroad wouldn't have happened. For their ideas, help and work, I am forever thankful. Whether it is HO or N Scale, the main goal of model railroading is to have fun. And that is what it is for me when operating the Custer Central Railroad.



Lionelville, a Super Street's Layout – Gordy Sauve

Lionelville has finally completed. After months of work city planners, carpenters, electricians, utilities, landscapers have finished and can move on to other projects.



The completed project is a 12' x 7.25' Super Streets Layout. 57 streetlights line its six streets helping



to keep its 300 + citizens safe. Commuters and commerce move on the double track two-lane road circling the city. 31 illuminated buildings, an animated city park complete with working zoo, working traffic lights, and 23 animations. Thanks to Lynn Draper's imagination, there are also many individual scenes including a wedding, arrest of robbers, ladies being photographed, man hailing a taxicab, people purchasing a vintage or classic car, a ve



a very active city park filled with young and old alike, people talking to each other (to pets, policemen, firemen and more.



There are over three 300 individual electrical connections under Lionelville to make it work. That does not include the connections that will be made to bring the passenger station to life

where trains pull in under the depot to drop off and pick up passengers and other trains will drop full freight cars and pick-up empties in the cities hidden yard.



Interesting Facts from Engineer Bob: After every run from Wichita Falls, Amarillo or Lubbock, Ft. Worth & Denver engineers would fill out a form, called a "gripe sheet", which told shop personnel at Childress, Texas about problems with the locomotive. Shop workers and/or diesel maintainers would then correct the problems, document any repairs on the form, and then post it, allowing engineers to review the gripe sheets before the locomotive's next run.

Never let it be said that FW&D shop forces at Childress lacked a sense of humor. Here are some actual maintenance complaints submitted by FW&D engineers during the 1950's and early 1960's and the solutions recorded by the Childress shops.

(P= The problem logged by the engineer.)

(S= The solution and action taken by the Childress Shops.)

P: (FW&D #554) Tire on third driver, fireman's side, has serious flat spot and almost needs replacement.

S: Almost replaced tire on third driver.

P: (FW&D #409) Last night's run from Lubbock OK, except worn out seat springs caused ride to be very rough.

S: Seat springs not installed on this locomotive.

P: (FW&D #605) Something loose in cab.

S: Something tightened in cab.

P: (FW&D #9981A) Dead bugs all over windshield.

S: Live bugs on back-order.

P: (FW&D #9980A) When running in excess of 79 mph, locomotive experiences severe vibrations.

S: Cannot reproduce problem inside roundhouse.

P: (C&S #9952A) Evidence of leak in steam generator.

S: Evidence removed.

P: (FW&D #857) This unit's radio volume is unbelievably loud.

S: Radio volume set to more believable level.

P: (FW&D 458) Grip lock causes Johnson bar to stick.

S: That's what they're for.

P: (C&S 701D) Sander inoperative.

S: Sander always inoperative in OFF mode.

P: (FW&D #9980A) Suspected crack in windshield.

S: Suspect you're right.

P: (C&S #9950A) While climbing Wheatland Hill locomotive began to shut down. A running inspection was performed by fireman who reports that the Number 2 engine was missing.

S: Number 2 engine found after brief search.

P: (FW&D #750A) Locomotive handles funny.

S: Locomotive warned to straighten up, run right, and be serious.

P: (C&S 703A) Cab radio hums.

S: Reprogrammed cab radio with lyrics.

P: (FW&D #9980A) Mouse in engine compartment.

S: Cat installed.

P: (FW&D #859) Noise coming from under control stand. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

P: (C&S #9952A) Throttle sticks whenever locomotive operates over 79 MPH for an extended period of time.

S: Then don't go so damn fast.

P: (FW&D #701D) Mars light inoperative.

S: Have asked John Glenn to pick one up on next trip to space.

WAUPACA AREA MODEL RAILROADERS, LTD.

February 10, 2008

The meeting was called to order by Roger Hildebrandt at 2:00 p.m. at Jim Peyton's.

Attended by: Roger Hildebrandt, Jan Trierweiler, Arpad Eiler, Pat Lyons, Eugene Much, Gordy Suave, Mary Eiden, Peter Ugorek, Steven Dahms, Gary Oudenhoven, Jim Peyton, Ryan Peyton, Lynn Draper and John Poris.

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

Treasurer's Report was given. Noted the date needs to be corrected. M/S Pete/Jan to accept corrected report. Motion carried.

Committee Reports:

Portable Layout: The topic of signaling four blocks at a cost of \$350 was discussed at the previous meeting and was reintroduced this time. In order to accomplish this work, we will need to have a large area to set up at least several modules at a time. It was agreed the following work needs to be done on the layout:

1. Fix and rework legs
2. Install a circuit breaker at the Stevens Point yard
3. Install a crossing gate at Waupaca with lights
4. Correct switches, guardrail spacing in switches
5. Redo scenery along edges where people touch layout
6. Turntable has to be adjusted-approach tracks need to be code 83
7. Finish Wausau addition
8. New socket for 110V plugs – for transporting purposes
9. Track cleaning car ordered to be able to clean track continuously

Membership: Membership rosters and pamphlet with expectations of membership are being worked on with completion expected soon.

Special Projects: A club car to sell at shows was suggested. Cost would be \$13.25 each if we order 48, possibly less if we order 144. Motion to order 2 lots, totaling 96 cars was made by Jan, seconded by Eugene. Motion carried.

Iola Car Show: We will run the auction again with Dennis spearheading the project.

Food Pantry: Food pantry will be funded as in previous year.

Strawberryfest: Some new vendors are needed and we will be renting swap tables. Some club layouts will not be coming for various reasons. A model contest will be run again. It is suggested we try to get the event listed in the Fleet Farm calendar. Also suggested, make posters for the school to attract younger visitors to attend. A picture should be sent to the local paper. Posters should also be distributed around town. Mary will investigate how to get something on local cable television. Roger will look into joining the Chamber of Commerce as a way to get our name more widely known.

Website: Dean has made accessing the site possible from different locations. Pat volunteered to help update the site.

Rawhide: They have not returned any phone calls so we are going to wait until they contact us.

Regional meet: Everything is on schedule for May.

Plaques: Creating memorial plaques for deceased members is on hold until the next meeting.

New Business:

Crummy: The question was posed as to how often we should publish the Crummy. A motion was made by Arpad, seconded by Jan to print six copies per year. Motion carried. Gordy will be reimbursed for all expenses.

Green Bay show: Special room rates were sent by Engine house services by email.

Election of officers:

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

President:	Roger
Vice President:	Pete
Sec. Treasurer	Arpad

Motion carried.

Motion to adjourn meeting. M/S Jan/Mary. Motion carried. Meeting adjourned at 3:30 p.m.

WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
February 2008 through July 2008

Thursday Work Sessions

April 2008		May 2008	
3	Arpad	1	At large (where need
10	Mike E/Eugene	8	At large show help)
17	Gordy	15	Mike/Mary
19 Saturday – Pat Smith		17 Saturday – Pat Smith	
24	Gordy/Pat L	22	Lynn/Jan
		29	John – Operating
		June 2008	
		5	Gordy
		12	Arpad
		19	Ed/Pat L
		26	Roger - Operating
		July 2008	
		3	
		10	
		17	
		24	
		31	

Wednesday Morning Sessions

February 2008	April 2008	June 2008
6 Stevens Point	2 Amherst	4 Amherst
13 Waupaca	9 Stevens Point	11 Stevens Point
20 Amherst	16 Waupaca	18 Waupaca
27 Stevens Point	23 Amherst	25 Amherst
	30 Stevens Point	
March 2008	May 2008	July 2008
5 Waupaca	7 Waupaca	2 Stevens Point
12 Amherst	14 Amherst	9 Waupaca
19 Stevens Point	22 Stevens Point	16 Amherst
26 Waupaca	29 Waupaca	23 Stevens Point
		30 Waupaca

SHOW SCHEDULE

April 26 & 27	Green Bay Train Show (Layout displayed)
May 9,10,11	NMRA Regional Meet at Waupaca
June 21 & 22	Strawberry Fest
July 11 - 13	Iola Old Car Show
August 17	Golf Outing (Diane & Gordy's)
September 6 & 7	Marinette Train Show (Layout Displayed)
September ---	WLD Fall Meet
October 18 & 19	Marshfield Show/Division Meet (Layout Displayed)
October 19	Paper Valley Swap Meet – Appleton
November 3 ?	Winnebago Land Division Annual Operating Session – (TBA – 1 st Saturday of November)
November 8 & 9	Trainfest – Milwaukee
November 22 & 23 ?	Duluth Museum Show (Layout Displayed) ?
January 19 & 20, 2009 ?	Stevens Point Show
January 26 ?	Tri-Stqte Rail Sale, La Crosse
February 10 ?	Christmas Party -
February 16 & 17 ?	Madison Train Show
March 8 & 9 ?	La Crosse Train Show
March 9 ?	Two River Family Train Show
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
Wapaca Area Model Railroaders
3980 Elkins Road
Amherst, Wisconsin 54406

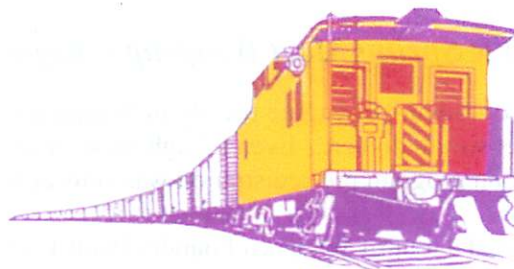
Make Those Lichen Trees and Bushes Look Better (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc) - submitted by Jim Payton

Lichen is an excellent modeling material. As a natural plant, it's easily preserved to retain its flexibility and resilience so small bits don't break off. It also provides natural-looking branches when used as scale trees and bushes. What lichen is lacking, however, is realistic leaves for a finescale appearance.

One way to remedy this is to apply a light dusting of fine-textured ground foam to its surface. For best results, use brown lichen to simulate branches. If you already have green lichen on your layout, simply paint it brown with an airbrush or spray can; use masking to keep the paint off the surrounding scenery. Make sure to work in an area with adequate ventilation.

The quickest way to apply the foam "leaves" is to spray the lichen with a 25% white glue/75% water solution using a pump spray bottle. There's no need to saturate the lichen, but make sure the surface is wet when you add the ground foam. Sprinkle on a generous dusting of fine ground foam; use shades of green for spring and summer plants or muted red, yellow or orange for fall colors. Once dry, remove the excess foam and overspray the entire plant with hairspray or a little more diluted white glue as a fixative.

The Crummy
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Waupaca Area Model Railroaders
Waupaca, Wisconsin
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July 08

Gordy Sauve, Editor

September 2007

Old Car Show Schedule & Information (IMPORTANT). *This is our second and last fundraiser for the year. Please read and participate.* – Dennis Cook

With a successful Strawberry Fest behind us it is time to get ourselves ready for this years Old Car Show Auction. The schedule is complete and you should have received your letter from the Old Car group, if you have not please let me know. If you schedule needs to change, please give me a call. We are working as we have in the past by driving vehicles in the auction and working the food concession. Thursday night July 10th will be a work session at the auction site. ***We are still in need of people to work for us. Please talk to your friends to see if we can find more help, and call me at (715) 824-CALL.*** The Show will be from July 10 through July 13th with the auction being on July 12th. Time for us to make up some hours will be on workdays. I plan to be at the workdays at 5PM and will meet at the auction site

Workdays this year are scheduled for Monday, July 7th and Wednesday, July 9. I hope to see many of you there and remember dinner will be provided at 7:30PM.

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, swim, or just jaw at...The WAMR Picnic and Golf Outing, Starting at 1 PM on, Sunday, August 17

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. ***Please bring your own chair, and a towel if you want to swim.***

The potluck meal worked out well last year and will be handled the same way this year. Please see the article below. Please let us know as soon as possible, but hopefully no later than August 7th, 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 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: **hamburger buns, 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. Reach her after 6 PM.

WLD/MWR Spring Meet Wrap-up – Roger Hildebrandt

With no major railyard or engine facility in Waupaca I was a little worried as to how well a spring regional meet would do here. Even though those of us that worked on the meet thought we had put together a good program pre-registration was slow at first.

Events included a tour of Waupaca Foundry Plant 1, 15 home layouts, one depot, about a dozen rail related clinics, operating sessions, a banquet with a speaker, and auction, plus all the usual contests. Andrew even did a clinic for the wives that came along.

Up until two or three weeks before the event registration was still a little slow. But to coin an old phrase: "Build it and they will come", came true. Ninety-two people registered with 88 going to the banquet. Forty four signed up for the foundry tour and thirty five for the operating sessions. Entries for all the contests were way up with our own Eugene Much placing in several classes. I've been to regional meets in Chicago and Indy where only sixty people registered so when I heard we had 92 I was quite pleased.

Even though the WAMR Ltd didn't host this event, it had a great deal to do with it by providing layouts for an operating session, and layouts for two days of home layout tours. You ladies and gentlemen of the WAMR and friends can stand tall, you did "good".

Rail Fair – LaCrosse – Saturday, July 19, 2008, Copeland Park

This annual event features guided tours of the Steam Locomotive, Caboose, and Grand Crossing Tower, BNSF Railway locomotive display at the North LaCrosse Yard, Canadian Pacific Railway Exhibits and Displays, as well as a flea market and swap meet. Admission \$4.00, children under 12 free.

www.4000foundation.com

More Railroad Lingo (submitted by Engineer Bob).

Flat Wheel – Car wheel that has flat spots on the tread. Also applied to an employee who limps.

Jitney – Four-wheeled electrical truck that carries baggage around inside a terminal. Also unregulated private automobile that carried passengers on public highways for 5-cent fare in direct competition with trolley cars.

Joint – A length of rail, generally 33 or 39 feet. Riding to a joint is bringing cars together so that they couple.

Dogcatchers – Crew sent out to relieve another that has been outlawed- that is, overtaken on the road by the sixteen-hour law, which is variously known as dog law, hog law, and pure-food law.

Contributing Members

Old Car Show Fundraiser and Schedule – Dennis Cook

Picnic & Golf Outing – Gordy Sauve

WAMR Potluck – Linda Schober & Virgie Hildebrandt

Modeler's Tip – Pat Lyons

WLD/MWR Spring Meet Update – Roger Hildebrandt

Railroad Lingo – Bob Todd

Bob Schober Memorial Library update – Gordy Sauve

Strawberry Fest News – Dennis Cook

Chasing Trains through the west – Lynn Draper

Modeling Tips: Reproduced from Walther's E-Update Newsletter – Submitted by Jim Payton

Modeler's Tips - Pat Lyons

Most modelers use flex-track on their layouts. I had scraps of track lying around as I completed my layout. Do you throw them out or use them to enhance your railroad? Here are a few ideas I have used to enhance my railroad and make use of the scrap track I had lying around. Paint your scraps a rust color or a color the matches the color of your track.

1. Cut track to a scale 39' (about 5 3/8" in HO scale) and build piles of rails to set around yards or near a Maintenance of Way (MW) Facility.
2. Using the scale 39' length you can build loads for a 40' flat car. (See picture.)
3. Strip the ties from lengths of rail (longer lengths will suggest the use of ribbon rail) and lay them along your right-of-way as if the MW crew is coming to replace worn track. Add a pile of ties to complete the scene.



Modeling Used Freight Cars (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc) – Submitted by Jim Payton.

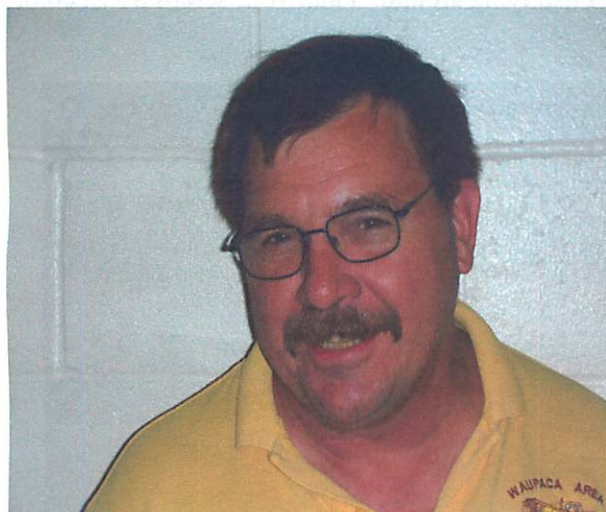
"Patched" paint schemes have become increasingly common since the 1970s. As freight cars change owners/lessors, reporting marks and numbers are usually painted out and new ones applied. Modeling patched cars is quick and easy using alphabet decals and some gray paint or one-color decal film.

Mask off a rectangle around the car reporting marks and roadnumbers on the sides and ends. Make sure that your paint area doesn't cover other car data because this will be retained. Paint over the lettering in medium-gray flat paint and let dry. If you don't like to paint, use solid gray decal film cut to fit. Apply the new reporting mark and roadnumber decals in the gray area. This is the most basic restenciling job; some users also hastily paint out logos and spelled-out roadname lettering. Refer to prototype photos for guidance and ideas.

Bob Schober Memorial Library – Gordy Sauve

We have received another donation of materials for our club library. My brother-in-law, Pete Bandt, who is a full time RV'er has given up hopes of building a layout in the basement of their RV. Knowing WAMR members would be put them to good use, he donated 15 books on everything from building bench work, track plans, wiring, scenery and structures. You can find the updated list in this issue of the Crummy. New items have been denoted with the word (New) behind them, and where they duplicated what we already had it shows the number of copies we know have. Thank you Pete.

Brake Club – Three-foot hickory stick used by freight trainmen to tighten hand brakes. Sometimes called sap or staff of ignorance.



Jim Payton – Grand Prize Winner

We are honored this year to have one of our own as the Grand Prize winner of a one year subscription to Model Railroader Magazine awarded by Kalmbach Publishing Co. Congratulations Jim. This year's Fest was well attended and all venders and layout operators told me they had a good time and will be back next year. I want to thank all the club members who helped in setting up this show. I am proud to be a part of this show and I am looking forward to our 20th Fest next year.

This year marked our third annual Model Contest. Participation was competitive with many new members. We owe a rousing thank you to Eugene Much for all his work with this part of Strawberry Fest.

This year's winners are listed:

Adult Entries

Automotive: 1st Mark Much,
2nd Eugene Much, and 3rd Don Schults

Truck: 1st Don Schults, 2nd Mark Much,
3rd Mark Much

Military: 1st Lynn Schober

Train Cars & Engines: 1st Eugene Much,
2nd Eugene Much

Structures: Eugene Much

Misc: Karen Schwenzig, 2nd Joyce Ehlke

Best of Show: Don Schults

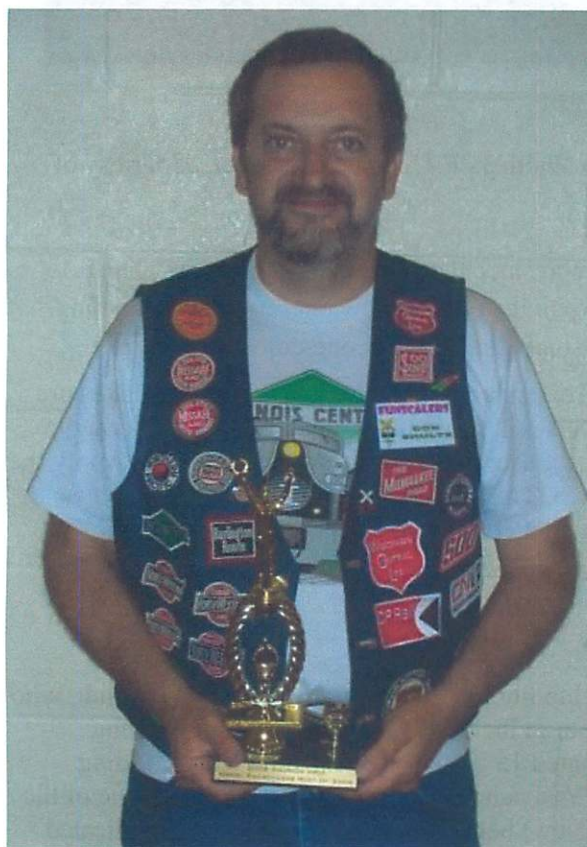
Junior Entries

Automotive: Allen Bentle

Lego: Mark Ehlke

Misc. with a drawing: Laura Ehlke

Best of Show: Allen Bentle



Don Schults – Adult Best of Show

2009 is going to be our 20th year of putting on Strawberry Fest. Let's all work to make it the best one yet.

Chasing Trains through the West – Lynn Draper



Well we made it!!! We were having too much fun to get into arguments. The only time we lost it was when we would get lost...And after a time that became more fun then finding the right way to where ever we were going.

Weather was great, couldn't ask for better. Sunshine every day and temps just cool enough to accommodate two Wisconsin cold bloods. The only rain we ran into was the first day and that night. Council Bluffs is where we stayed, and in the AM we heard all about the high winds and tornados west of Omaha, but we never heard a thing that night. We saw lots of damage as we heeded west, including pivot irrigation towers that were blown over...all over the place.

Seven states, over 4000 miles and 15 days later we made it home. We could have spent a year going through all there is to see out there, but we decided to just take in train related stuff, or something that one of us really wanted to see.

Some of the things we saw that really fascinated me:

- The amount of coal trains coming out of Wyoming. 1 every 8 miles from Omaha to North Platt. When we got out to where they were being loaded near Gillette they were 12 miles apart on two separate tracks heading east. So some of them were running side-by-side and yet another was going west empty. We would see them sometimes four in the same place at the same time and this is just 25% of

the fuel we use in the U.S. for our power and lights.

- I always thought that the gold mining area in Colorado was going up Clear Creek Canyon, George Town, Central City, Leadville, and such. Not so it seams. The really big gold strikes were in the Cripple Creek and Victor area just outside of Colorado Springs. There is an active gold and silver mine in Cripple Creek that produces 2 million dollars a day.
- Coal smoke is like a steak on the grill. Nothing can match the fragrance, it had to be a real problem back in the old days, but for two old train buffs it was the smell of heaven's sweet flowers sent by the gods.
- In Durango we stayed in a motel just one block from the station and roundhouse. We could see and smell the engines being steamed down and put to bed. In the morning we could smell the fires being charged in the boilers for the day's trips. We actually stayed there two nights so we had to go through that for two days. It was rough let me tell you. Our trip was almost ruined. Lots of Luck!
- The amount of work that was required to get a railroad from point A to point B back in the mid and late 1800s was beyond our imagination. We take it for granted that we can cut a path right through a mountain and or in some cases just take the mountain down and move it to another location like what is being done at the mine in Cripple Creek. We can do it because of mechanical equipment. What they did it with was their muscles.

Well enough for now. Will cover more next time.



Trains are everywhere in the Inter-mountain West – A picture page: Gordy Sauve



WAUPACA AREA MODEL RAILROADERS

Bob Schober Memorial Library

Library and Other Materials Available for Members Use – July 2008

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

- Beginner's Guide to HO Model Railroading – Atlas **(New)**
- A Realistic HO Layout for Beginners by Lou Sassi **(New)**
- HO Model Railroading Handbook by Robert Schleicher
- HO Railroad from start to finish by Jim Kelly – MR **(New)**
- How to Build Model Railroad Benchwork, Second Edition by Linn Westcott **(New)**
- Seven Step-by-Step HO Railroads – Atlas **(New)**
- 6 HO Railroads you can build – MR **(New)**
- Small, Smart and Practical Track Plans – MR
- 20 Custom Designed Track Plans by John Armstrong **(New)**
- 48 Top Notch Track Plans – MR (Two copies)
- 101 Track Plans by Westfall/Kalmbach (Two copies)
- 18 Track Plans by John Armstrong (Two copies)
- 58 Track Planning Ideas from Model Railroader **(New)**
- HO Layouts for Every Space - Atlas (Two copies)
- HO King-Size Plan Book – Atlas **(New)**
- Walkaround Model Railroad Track Plans by Don Mitchell - Kalmbach **(New)**
- 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 (Two Copies)
- Detailing Tips and Techniques - MR
- Guide to Tourist Railroads and Museums 2000 by Trains Magazine

WAUPACA AREA MODEL RAILROADERS
Bob Schober Memorial Library

Library and Other Materials Available for Members Use – July 2008, page 2

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
- 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: _____

**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
June 2008 through August 2008**

Thursday Work Sessions

June 2008

5 Gordy
12 Arpad
19 Ed/Eiden
26 Roger - Operating

July 2008

3 Eiden
10 Old Car Show
17 Lynn/Ed
24 Gordy
31 John - Operating

August 2008

7 Arpad
14 Jim
21 Roger - Operating
23 Saturday - Randy/Dayna
28 Eugene - Operating

Wednesday Morning Sessions (Breakfast meetings start at 7:30 AM beginning June 11. For Summer all meetings will be in Amherst. Operating/Work sessions are optional in the rotation shown in the schedule below.)

May 2008

7 Waupaca
14 Amherst
22 Stevens Point
29 Waupaca

18

Waupaca
Amherst

25

July 2008

2 Stevens Point
9 Waupaca
16 Amherst
23 Stevens Point
30 Waupaca

August 2008

6 Amherst
13 Stevens Point
20 Waupaca
27 Amherst

June 2008

4 Amherst
11 Stevens Point

SHOW SCHEDULE

July 11 - 13	Iola Old Car Show
August 17	Golf Outing (Diane & Gordy's)
September 6 & 7	Marinette Train Show (Layout Displayed)
September ---	WLD Fall Meet
October 18 & 19 ?	Marshfield Show/Division Meet (Layout Displayed)
October 19	Paper Valley Swap Meet - Appleton
November 3 ?	WinnebagoLand Division Annual Operating Session - (TBA - 1 st Saturday of November)
November 8 & 9	Trainfest - Milwaukee
November 22 & 23 ?	Duluth Museum Show (Layout Displayed) ?
January 19 & 20, 2009 ?	Stevens Point Show
February 10 ?	Christmas Party -
February 16 & 17 ?	Madison Train Show
March 8 & 9 ?	La Crosse Train Show
March 9 ?	Two River Family Train Show
April 26 & 27?	Green Bay Train Show (Layout displayed?)
May 9,10,11?	NMRA Regional Meet
June 21 & 22 ?	Strawberry Fest
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, Gary, Dave
Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
Website: Pat L. (Chairman), Randy, Dean, Gordy

The Crummy – Official Newsletter of the
Waupaca Area Model Railroaders
3980 Elkins Road
Amherst, Wisconsin 54406

Customize Industrial Buildings (Reproduced from Walthers E-Update Newsletter.
Courtesy of Wm K Walthers Inc) – Submitted by Jim Payton.

Here's a great way to customize your industrial buildings: add to them. Look at factories and other trackside businesses and you'll see structures that have grown over the years. Here are a few typical building additions:

- **Loading Bays** - These simple additions are the easiest to build. The most basic is a small structure with a single truck or freight car height loading door and dock.
- **Office Space** - Again, these can be very simple. A small 15 x 15' office with a couple of windows and a door is easily constructed with modular building walls and doesn't take up too much space. Of course, you can also add larger offices to buildings as well.
- **Additional Warehouse Space** - As the name implies, the business has outgrown its original structure. Many companies simply expanded their warehouses by building attached structures complete with loading docks and perhaps a clerk's office.

On your layout, building additions don't have to be large, they just have to look like they belong. With modular building components readily available, they're quick and easy to add.

The Crummy

**Official Newsletter of the
Waupaca Area Model Railroaders**

Waupaca, Wisconsin

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www.wamrltd.com

wamrcrummy@yahoo.com

(715) 824-3233



Gordy Sauve, Editor

September 2008

Website Improvements – Gordy Sauve/Dean Carriveau

As reported in the last newsletter, our 2010 NMRA Convention Layout Tour proposal to the Layout Tour Committee uses the club website. We have invited the committee view member layout pictures as part of the selection process. As we updated pictures on the website we began to realize that ten pictures of each layout were not enough. Dean checked the server and found we could increase each members picture page to 20 pictures. I have begun to add pictures to members websites where I have additional pictures. If you are updating your own pager, the process is the same as with ten pictures, just number them with your login and a number 11, 12, etc. If you have any problems please let me know.

Picture Reduction. Pictures cannot be more than 1 mg. Most of your digital camera programs have the ability to change the size of your picture. You can also use Microsoft's Paint program. Open Paint, go to Image, Resize, and %. The top line of the box shows the current mgs in the picture. As you reduce the picture by percentages the top line will show the reduction. When you reach 1 mg save it. It will be ready to add to your webpage.

Changes and additions to the Thursday Schedule. In order for Eugene to be present at this Operating Session in November, Gordy and Eugene have swapped session. Eugene's operating session will be on November 6 and Gordy's session will be on November 13. The attached schedule reflects that change. Since printing the schedule, Randy and Dayna have scheduled a Saturday work session for December 6.

Contributing Members

- Website Improvements & Picture Reduction – Gordy Sauve/Dean Carriveau
- Schedule Change – Gordy Sauve
- Special Meeting Minutes – Arpad (typing by Sue) Eiler (August minutes on page 7)
- Scholarship Award – Roger Hildebrandt
- Waupaca Food Pantry Donations
- New Life for Old Depot (Reproduced from Waltheers E-Update Newsletter. Courtesy of Wm K Waltheers Inc, submitted by Jim Payton.)
- More Railroad Lingo – submitted by Engineer Bob
- Taking Great Layout Pictures – Gordy
- Little Wolf Central/Green Bay Route – Eugene Much
- Batteries & Wireless Throttles – From the *Dispatcher*, publication of the Operations Special Interest Group. Submitted by Jan Trierweiler.
- 2010 Layout Tour Update – Dayna Williamson
- August Meeting Minutes – Arpad (typing by Sue) Eiler
- Schedule of Events
- Modeling Tips (Reproduced from Waltheers E-Update Newsletter. Courtesy of Wm K Waltheers Inc, submitted by Jim Payton.)

Special Meeting Minutes – Arpad (Sue) Eiler

A Special Meeting of the Waupaca Area Model Railroaders was held at the home of Eugene Much on August 31, 2008

The meeting was called to order by Vice President Pete Ugorek at 7:00 pm. for the purpose of approving the revised treasurer's report. Those in attendance: Arpad Eiler, Jan Trierweiler, Eugene Much, Jim Peyton, Pete Ugorek. Mary Eiden, Mike Eiden, Pat Lyons, Dennis Cook, Ed Murrow

The revised treasurer's report was reviewed. Motion to accept was made by Pat, seconded by Mary. Motion carried. Meeting adjourned at 7:10.

Scholarship Time – Roger Hildebrandt

This years scholarship was awarded to Wesley Zybe, Congratulations and good luck on your new college career. 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 \$3,630.00.

Waupaca Food Pantry Donation

As in past years our club has made a donation to the Waupaca Food Pantry during the Christmas Season. Members are free to add to that amount. If you wish to add to this year's donation please give your donation to Arpad.

New Life for Old Depots (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc) – submitted by Jim Payton.

As the old saying goes, "That train don't stop here anymore." But in real life, if the town grew up around the depot, then it's in a prime commercial or tourism area. Across the continent many old depots have become businesses, restaurants, municipal buildings or museums. The trains no longer stop, but plenty of shoppers and visitors do!

Converted depots are easy to model. For the most basic conversion, add new signs and remove the railroad station signs. Some railroads require a fence be placed between the tracks (if they're still there) and structure, usually for the length of the old platform or property line. Many styles of fencing are available in most scales, so choose one that matches your prototype. Other additions may include air conditioning units in the windows or on the roof, picnic tables, benches and some landscaping in the former platform areas. Again, these details are available in most scales from a variety of manufacturers

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

- **Bail it in** – Fee the locomotive firebox
- **Blackjacks** – Fifty-ton Sante Fe coal cars painted black.
- **Captain** – Conductor; often called skipper. This title dates from Civil War days when some railroads were run by the Army and the conductor was in many cases a captain.
- **Pie-card** – Meal ticket. Also called grazing ticket
- **Pull the calf's tail** – Yank the whistle cord

Taking Great Layout Photos – Gordy

Carl Swanson, Editor of Classic Toy Trains wrote an article on taking great layout photos, October 2008. One of his five points deals with cameras and lenses. A key comment is – "There is a bit of a learning curve with digital, so be sure and take the time to read your camera's instruction book and gain an understanding of your cameras's exposure and file size options

Little Wolf Central / Green Bay Route – Eugene Much

My layout represents a portion of the Green Bay Western Railroad, and the Little Wolf Central between the Kewanee yards at Kewanee, Wisconsin on the east and Whitehall, Wisconsin in Taylor County in western Wisconsin. In the late 1990s the Little Wolf Central bought the Ettrick and Northern Railroad out of receivership. This line now operates as a division of the Little Wolf Central.



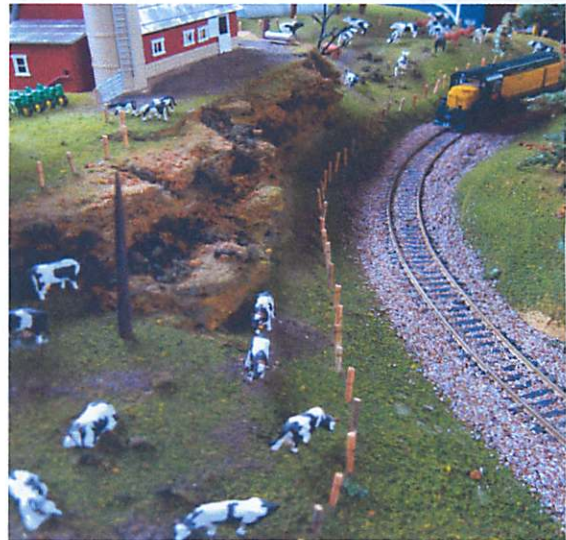
GREEN BAY & WESTERN RAILROAD.

GB&W began its long and once troubled life just after the Civil War. It was organized to capture trans-Mississippi River trade for its fabulously wealthy owners. Competitive, modern and solvent today GB&W threw off its luckless past in mid-20th century, emerging as a time saving bridge between northwest and eastern states.

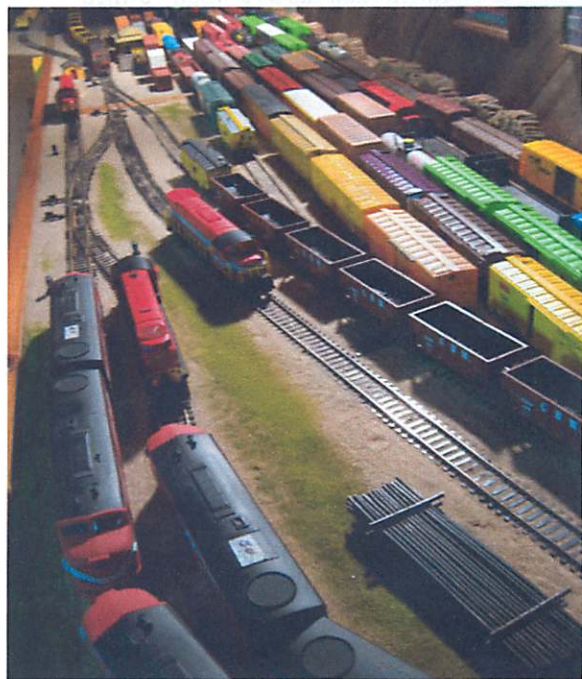


The GB&W starts in the Kewanee Yard where it serves car ferries, then heads out to Green Bay's Norwood Yard, the Car Shops and Engine facilities. From these facilities trains move out to service paper mills, a soap factory, meat packing plant and a foundry. At Black Creek it services a feed mill, lumber company and a fuel depot. Reaching Manawa, our hometown, the GB&W delivers fertilizer and grain to the feed mill, and powdered milk, sugar and butter to A Strum and Sons. They also pick up finished food products from Sturm that are shipped to the military and exported to other

countries. As the train continues on it delivers oil to an asphalt plant in Ogdensburg. At the Little Wolf Junction interchange, the GB&W heads to Wisconsin Rapids to service the paper mill and deliver coal to Wisconsin Power and Light. On route to Wisconsin Rapids they stop at Cliff's Saw Mill to pick up finished lumber to be delivered clients such as Ashley Furniture at Ashley.



On their way to Blair, the end of the GB&W line, and its junction with the Ettrick & Northern Yard they will pick up sand and ballast at Badger Mining. At the E&N yard they pick up grain, cattle and paper goods to be delivered on the return trip.



LITTLE WOLF CENTRAL RAILROAD.

The LWC is a fictitious railroad based in our hometown and serves the surrounding area. The road

was started in January 1998. Its colors of red and black are based on the school colors in the township of Little Wolf. The railroad services Much's Potato



Chips, Lindsay's Little Wolf Lumber, Anthony Potato Farms, Country Valley Coop, Sells Salvage, Northland Paper's Chipping Mill, Union Concrete and Kelley's Stockyard. The LWC also operates the Ettrick & Northern Railroad as a wholly owned subsidiary.



ETTRICK & NORTHERN RAILROAD. The E&N was organized in September 1916 to run from Blair to Ettrick, a village in Trempealeau County. Men and mules moved dirt from the great hill that separated Ettrick from Blair. Locals were hopeful that completion of the road would allow them to receive grain more rapidly and that cattle would get to market quicker. The line was completed just in time to experience the post World War I recession which contributed to its financial demise. GB&W retired its interchange to the E&N in 1936. In 1999

the LWC bought the property and its physical assets for \$150,100. The main reason for the "rebirth" of the railroad was due to the rising cost of fuel and serve as an interchange point with many other railroads. The LWC retained the E&N's name and colors of lime green and plum crazy purple. Industries serviced include Ettrick Paper, Ettrick Power and Light, Trempealeau Cold Storage, Mark's Leather and Tanning, Hook Grain and, Casey and Peterson Woolen Mill.



This freelance point-to-point Digitrax controlled layout operates 792' of track (285' of mainline). It winds its way through three rooms (2) 15' x 14', and one 14' x 14', where some of the bench work becomes double decked. Equipment includes almost 50 ALCO engines and over 1000 pieces of rolling stock. 90% of the structures represent businesses that were serviced by the GB&W railroad. Typical operating sessions consist of 5 or 6 two man crews and last 2.5 to 3 hours.



(The following article is from the "Dispatcher", the publication of the Operation Special Interest Group (Opsig). Parts of the article not pertaining to Digitrax were deleted. Used by permission.) - submitted by Jan Trierweiler

Batteries and Wireless Throttles: "We Need More Power, Scotty!"

BY PHIL MONAT, ASSOC. EDITOR

How many times have you been enjoying an operating session when that dreaded call booms out - "Look out, I've lost it"? Most often it's followed by some poor sod scrambling to find a plug somewhere along the aisle, which he finds hopefully just before the hand of god reaches down to prevent the errant locomotive from doing a header into the pit, or worse into your train. So much for that safety stop as you're cutting the sleepers out of the Limited! I was curious why most yard drill operators preferred the tethered throttles versus their wireless counterparts - until I discover how often this loss of control (or delay) occurs with wireless throttles.

I have had the pleasure of running on all the different systems and they all do this to some degree. Now there are some very strong points to be made with total number of antenna and their location (critical), physical obstructions in the layout room (including bodies which AREN'T there during testing), and the amount of traffic on the throttle bus at any given moment that all are related to this loss-of-control issue. This little missive, however, is about what is often at the top of the list: Power. As in battery power for your wireless throttle - as in, yes you've got it, Captain Kirk - Not enough!

I don't recall our intrepid Captain or his talented engineer Scotty ever had to "battery up" the remote control for the Enterprise, but perhaps all of those 9-volt coppertops were hiding under Sulu's console. Regardless, I started to ask around what folks have done to try and relieve this issue. As follows are some interesting observations, many very helpful hints, and some downright obvious things all of us using wireless throttles should heed.

First, the Dumb Stuff

1) When you take new Alkaline batteries out of the pack, check the voltage. Often they have been on the shelf for over a year and they are not as fresh as they used to be. AAA's and AA's should

be running about 1.56 volts fresh, while 9-volt cells should be topping out at 9.4 to 9.5.

2) Never leave the batteries in the throttle when not in use. This means don't just take them out and turn them around, as is often the case on Digitrax equipment (taking care to turn them the correct way so you don't short the battery across the tension spring and burn up the battery and the throttle at the same time). The real reason every manufacture recommends battery removal is prevent throttle damage in case of a battery leak. Yes, they do leak and when that happens it can destroy your throttle. Most of us operate often enough that this is seldom an issue, but it does happen and like I said, every manufacturer I spoke with recommends this. Lastly, it will stop you leaving your throttles on and running the batteries down when the session is over, period!

3) Try to purchase your batteries in bulk packs. Not only are they cheaper that way but if you get them from a large retailer or electronic supply house (such as Mouser) you can be sure they are moving enough stock so that the batteries will be fresh. And a fresh battery is a happy battery.

4) When installing new batteries, before you close up the case wait 30 seconds and make sure nothing gets hot - that may prevent you from burning up a throttle if you inadvertently get the polarity wrong.

5) Never keep dead or unknown batteries around. Throw them out right away (trash can or approved receptacle, preferably recycle). One of the most common problems people encounter is self-inflicted: when they throw dead batteries back in the "battery box" with new ones! The mixing of dead and new batteries will result in a very short battery life or the product still not working. If you ever in doubt about a battery, throw it out. Attempting to save a buck on a battery because your not sure it's dead or not can actually do more harm than good. You may throw out a bunch of good batteries because of one dead battery if you don't heed this suggestion.

6) If you tried a so-called 'new' battery and it does not work,

Batteries for Wireless Throttles

go out and buy a battery from the store right away and try it. The so-called new battery may not be so new. See item one!

Re-chargeable vs. Regular

Some modelers are using re-chargeable batteries with great success (read below). A cursory discussion amongst the manufacturers brings up the point that Nickel Cadmium or Ni-Cad (NiCd) re-chargeable is problematic. This battery's chemical process requires it to discharge completely before it can recharge back up to the top of its voltage and amp-hour capacity. If you don't discharge it fully, it will not recharge and you will always have a weak or dying battery. So you're running a train, you lose control and the battery turns out to be low. You take it out and put it in the re-charger, and you've just wrecked the battery since it wasn't fully discharged to zero. Do this once or twice and the battery in question soon develops a 'memory charge cycle' and will never regain its peak charge capability. Time for a visit to the dumpster.

The Nickel-Metal Hydride (NiMH) batteries don't have this problem so much and are therefore better for our needs. They also have better energy density and a longer life, and re-charge at the same rate as the Ni-Cad's will. The best of all worlds is the Lithium ION battery – you will find them in most cell phones and computers these days. It is difficult to find a re-chargeable Lithium ION battery for sale individually. This is because if you don't re-charge one of these correctly, you will have a very nice explosion and/or fire. You may have seen many Laptop Battery Recalls lately for this very reason. Most commercial Li-ion batteries have a safety circuit built into the battery pack or cell to protect the battery from any abusive problems. You must use a charger designed to charge this type of batteries. Li-ion batteries are not really ready for general purpose use, but it's coming soon.

In all batteries the thing that is most important is amp hours. This measures the amount of energy the battery is capable of producing (current multiplied by time in use). For the little critters we use, it is measured in milliamp hours. Your average 1.5 volt AA battery new will have close to 2600 mAh's, while average rechargeable battery at the top of its charge is often just below that. Here is a small sampling of what's out there and their ratings:

- Digikey Industrial Alkaline	625 mAh
- Duracell Long Life 9v	580 mAh
- Duracell Pro Cell 9v	565 mAh
- Eveready Energizer 9v	575 mAh
- iPowerUS 9v	220 mAh (NMH re-chargeable)
- NiCad 9v	110 mAh (re-chargeable)
- Average 9v NMH	150 mAh (re-chargeable)
- Duracell AA Long Life	2850 mAh
- Duracell AAA Long Life	1150 mAh
- Hitech/GN AA NiCad	1000 mAh

In very general terms, new fresh alkaline batteries have the higher mAh ratings and if taken proper care of should give good service. There are better (higher power) batteries available from electronic supply houses and specialty shops (Digikey, Mouser, MegaBatteries are some of the best), but they will often be more expensive unless bought in bulk. However, the equation tilts quickly in favor of re-chargeable if you operate a lot and have a large layout with many throttles. Spending \$15 to \$20 bucks every session is not something that the layout owner will look forward to. For a little over \$150 dollars you can get a full set of re-chargeable NiMH batteries and a charger and be done with it.

What The Manufacturers Say

I spoke with three of the leading manufacturers of wireless equipment, all quite helpful and discussed several things. Some of this you may already know or is obvious, but here it is:

Digitrax

Dave Chaney mentioned several points. First, make sure you check "new" batteries out of the pack every time. They have had good luck with bulb packs purchased at Walgreen's. The biggest power draw is the backlit display on the DT300/400s – he strongly recommends you turn that off. The Battery Power Save feature on the UT4's will also help greatly – with that on, a 9 volt Alkaline battery should last 3 to four sessions, at 3 to 4 hours per session. The Digitrax wireless throttles will suffer severe performance problems when the voltage drops below 7, and will drop out completely around 6.4 volts. They have no problems using re-chargeable batteries of any type, as long as they are fully charged when installed.

OPSIG Member Comments

I asked several of our members and Contributing Editors to offer their thoughts and experiences. Below are some of their comments. I hope this has all been helpful and not a waste of a good tree – in the future when that lovely Hudson with a new Tsunami decoder takes off down the service track at warp 8, you can regain control quickly before Kirk gets Scotty to fix the flux capacitor in your throttle. I would like to thank the folks who took the time to contribute comments below, and especially to Mark Gurries (a new OPSIG member who joined us in Detroit) who took time to check the accuracy of this article. Mark's official day job is Battery Charging Applications Manager for Linear Technology Corporation – if ANYBODY knows what this is about it would be him!

Joe Berger's GN Cascade Division - Digitrax

The batteries and charger you saw in use at my layout is a "HiTech iC Advanced Battery Charger", model iC-100V. (Megabatteries item # 13200, \$69.99 – does 10 9V at a time. The batteries are iPowerUs "Instant Burst High Power Output 9.6V

NiMH Rechargeable Battery 220mAh," available from Thomas Distributing Co. Product SKU:IP-96V-220, \$8.97 ea. You can find them at their site at www.thomasdistributing.com. This combo was purchased from www.megabatteries.com. Basically, these are higher voltage (they use 8 cells internally, not 7, so they're 9.6-volt rather than the 8.4 of a "9-volt rechargeable") batteries in a 9-volt case... and in fact a slightly small 9v case, so it fits easily anywhere a 9v battery would go.

As you know, Digitrax throttles suck up a lot of power during an op session, and all of the other batteries I tried would not last the entire session. Since I used rechargeable 9-volt batteries, they started out at about 8 volts, and this dropped as they drained. Since the Digitrax radio throttles need about 7.5 to work, this didn't give a very long battery life - even though the battery still had amp-hours in it, the voltage was too low to run the throttle. Using the iPowerUS 9.6 volt rechargeable, they start out fully charged at about 11.3 volts (which Digitrax has confirmed is FINE for all their throttles), and even at the end of a 4-5 hour operating session, they're still reading over 8 volts. Using these has ended my battery-life issues during sessions.

All this is good... HOWEVER, it's not the latest in batteries. iPowerUs now has a 9-v Lithium Polymer battery rates at 500mAh. (That's right, more than twice the capacity of this one...) Three times the power of a single triple A! The cost is at about \$15. per battery. Takes a special charger, available there also. I haven't tried these, but I am happy with the ones I do have, the Ni-MH 220 mAh iPowerUS ones.

Jeff Warner - Digitrax

Believe it or not, not all 9-volt batteries are the same size. Some are larger than others. Some rechargeable have proven not to fit into a Digitrax UT4R or DT400R (they fit, but battery cover will not go back on). I use Alkaline, others use rechargeable. I

found a source where Energizers are "only" about \$1.50 per battery and they are smaller than Duracell and last as long as anything I've found. Home Depot large packs are under \$2 a battery and what I get if I'm in a hurry. Duracell will fit, but are TIGHT.

Biggest tip on DT400R's for longer battery life — TURN OFF THE BACKLIGHT! I found a new 9V battery with the backlight set to factory default of "bright" would BARELY last a 4 hours session. With the backlight set to "off," I replace them every 4-5 sessions. This is done using the throttle OP SW settings (instructions hidden in the manual — as is usual for a Digitrax manual). UT4, without the LCD panel, gets 6-7 sessions with an alkaline Energizer.

I've found radio control becomes "not as reliable" (some commands missed) around 7.3 - 7.4 volts on the battery. I toss them and replace them at that point. It seems this number varies at different layouts... probably depending on exact location, strength of radio receiver. The throttle should transmit the same everywhere, some systems just pick it up better than others.

That brings up the most important point: some rechargeable don't go to a full 9.0v. Some top off at 8.1 or 8.2 volts. These aren't nearly as good for Digitrax since they often don't make a 4-hour session before falling down to "unreliable". I've seen people need to change batteries toward the end of a session because it didn't make it. Others go the entire way to 9.0v and aren't a problem. This depends on type and brand.

2010 Layout Tour Update – Dayna Williamson

All the info you and Lynn gave us was used. I did not make any recommendation as to one layout as opposed to another. Credit for layout descriptions and maps were given to you, Lynn and Paul Hillmer and the board of the Paper Valley Club. The only changes were to break things down to three layout tours with inclusion of those from Appleton. The info from what we were told was presented to the committee during the national committee meeting at the Anaheim convention. We did stress that layouts views could be seen on the web site and would be updated periodically.

A suggestion has been made to do short articles on the layouts with a couple of photos and submit them to *Scale Rails*. It would generate interest. I read through the material on submitting articles and see nothing that says you need to be a member to submit an article. That doesn't mean they don't. If becomes an issue then Roger H, Mike & Mary or Randy & I could submit them.

<http://www.nmra.org/membership/publications/srmaterial.html> for article submission guidelines

We also noted that those who had attended to meet on Mother's Day weekend were suitably impressed and expressed interest in seeing the layouts on the National Tour. There has still been much discussion about non-NMRA layouts and insurance. There had been a push by some to not allow them on the tours. At the moment it still looks like we can do it with the Rail Pass. If there is any change or issues that would affect the inclusion because of that we would let you know.

WAUPACA AREA MODEL RAILROADERS, LTD.

August 17, 2008

The meeting was called to order by President Roger Hildebrant at 4:52 p.m.

Attended by: Arpad Eiler, Pat Lyons, Eugene Much, Gordy Suave, Mike Eiden, Mary Eiden, Lynn Draper, John Poris, Pete Ugorek, Jim Peyton, Ed Murrow, Dennis Cook, Jan Trierweiler

Minutes of the previous meeting were reviewed. Changes noted per Roger: Iola Car Show should have been listed by Fundraisers. M/S Dennis/Pete to accept. Motion carried.

Treasurer's Report was given. Potato car should be noted as a fundraiser for the club. Extra potato cars were ordered in a special meeting. Lynn noted when a special meeting is held on financial issues, minutes should be taken and recorded. A motion was made by Gordy, seconded by Lynn to close out the savings account to simplify bookkeeping. Motion carried. The Raffle layout was not included in the balance sheet and it should be added. Roger asked that a new balance sheet be made to accurately reflect the true value of the club. The Potato car amount should also be corrected. A motion was made by Pete, seconded by Pat to make a new treasurer's report, and that it be presented in two weeks at Eugene's house. That report will need to be approved at that special meeting. Motion carried.

Committee Reports:

Portable Layout: Nothing has been updated and there is still a list of items to be accomplished. There was a discussion as to whether the club wishes to rent space at the Stevens Point mall to work on the layout.

Membership: A pamphlet needs to be completed for new members.

Special Projects: Club cars are half sold. The scholarship and food pantry contributions have been made. Gordy mentioned Dayna should be replaced by Lynn on the special projects committee.

Fund Raising: Strawberryfest went very well. This was the 19th year and possibly a special event should be held for the 20th anniversary. Discussion was held to have an antique show in the other gym.

Iola Old Car Show: Once again, the auction managers were very happy with our work. We could get \$2216.63 if we get \$5.75 per hour. Attendance was way down from last year. They are planning on having us again next year.

Web site: Gordy talked to Dean and all layouts can now have 20 pictures each.

Old Business:

The regional meet in May of 2008 was a huge success. Foundry and layout tours were very well received.

A \$110 brick was purchased from the Friends of Locomotive #2713 and will read WAMR.

The cost of six Crummies per year is acceptable and will be continued as is.

Chamber membership costs over \$200 and is not cost effective and will not be pursued.

WAMR portion of Strawberryfest has not been listed on the Fleet Farm calendar, but Roger will contact them for inclusion.

Jan brought up the GARP program in conjunction with the LARP program and after discussion, it was decided not to proceed with it.

New Business:

Dues and the possibility of raising them were discussed. After a thorough discussion, it was decided they be left as is.

Election of Board Members: Pete nominated Ed Murrow to be on the board, seconded by Arpad, unanimously elected.

Raffle Layout: it was suggested it be put on Ebay for sale.

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

Motion to adjourn meeting at 6:56 p.m. by Jim, seconded by Pete. Motion carried.

**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
August 2008 through December 2008**

Thursday Work Sessions

September 2008	23	Pat L – Operating	December 2008
4 Mike/Mary	30	Gordy	4 Arpad
11 Lynn/Ed			11
18 Arpad	November 2008		18 Roger - Operating
25 Roger - Operating	6 Eugene - Operating		25 Christmas
	13 Gordy		
October 2008	20 Jim/Ed		
2 Jan/Jim	27 Thanksgiving		
9 Lynn/?			
16 Mike/Mary			

Wednesday Morning Sessions (Breakfast meetings start at 7:00 AM and still meet weekly in Amherst)

September 2008	22 Waupaca	December 2008
3 Stevens Point	29 Amherst	3 Waupaca
10 Waupaca		10 Amherst
17 Amherst	November 2008	17 Stevens Point
24 Stevens Point	5 Stevens Point	24 Waupaca
	12 Waupaca	
October 2008	19 Amherst	
1 Waupaca	26 Stevens Point	
8 Amherst		
15 Stevens Point		

SHOW SCHEDULE

October 18 & 19 ?	Marshfield Show/Division Meet (Layout Displayed)
October 19	Paper Valley Swap Meet – Appleton
November 1, 2008	Winnebago Division Annual Operating Session
November 8 & 9, 2008	Trainfest – Milwaukee
November 22 & 23 ?	Duluth Museum Show (Layout Displayed) ?
January 17 & 18, 2009 ?	Stevens Point Show
February ?	Christmas Party -
February 21 & 22 ?	Madison Train Show
March 7 & 8 ?	La Crosse Train Show
March 9 ?	Two River Family Train Show
April 25 & 26	Green Bay Train Show (Layout displayed?)
May 9, 10, 11 ?	NMRA Regional Meet
June 20 & 21 ?	Strawberry Fest
July 11 - 15, 2009	Iola Old Car Show
August 16, 2009	Golf Outing (Diane & Gordy's)
September 6 & 7, 2009 ?	Marinette Train Show (Layout Displayed)
September 20	WLD Fall Meet - Iron River, MI
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: Lynn (Chairman), Randy, John Poris, Mike Kirk, Gary, Dave, Dayna
 Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
 Website: Pat L (Chairman), Randy, Dean, Gordy

WAUPACA AREA MODEL RAILROADERS SCHEDULE OF EVENTS August 2008 through December 2008

Month	Day	Event
September 2008	1	Mike May
11	11	Jim Ed
18	18	April
27	27	Robert - Operating
October 2008	3	Jim Ed
9	9	April
16	16	Mike May
23	23	Robert - Operating
30	30	April
November 2008	6	Robert - Operating
13	13	April
20	20	Jim Ed
27	27	Thanksgiving
December 2008	4	April
11	11	Robert - Operating
18	18	Robert - Operating
25	25	Christmas

7:00 AM and still meet weekly in Amherst

Month	Day	Event
September 2008	1	Robert - Operating
8	8	April
15	15	Robert - Operating
22	22	April
October 2008	6	Robert - Operating
13	13	April
20	20	Jim Ed
27	27	Thanksgiving
November 2008	4	April
11	11	Robert - Operating
18	18	Robert - Operating
25	25	Christmas

The Crummy - Official Newsletter of the
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Amherst, Wisconsin 54406

Tree Lines (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc) - Submitted by Jim Payton.

Take a look at any aerial photo of farmlands and you'll see tree lines that separate the parcels. Like fences, they help delineate land ownership, but in some cases they also provide wind breaks. On your layout, they add interest and make fields seem larger. They can also be used to disguise the bottom of your backdrops.

Modeling them is easy. Decide where you want to show a change in land ownership. Add two different kinds of ground cover or crops to your scenery base, one on each side of where you want your tree line. Leave about an inch of bare soil between the areas. Add some trees along the line of bare earth. Add some weeds and undergrowth along their base and you're done. The kind of trees and bushes you choose is up to you, but older tree lines will usually have taller trees and thicker undergrowth. For variety, add a dirt road at the base of the trees and perhaps some farm equipment resting between uses.

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Waupaca, Wisconsin
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Gordy Sauve, Editor

November 2008

Annual Christmas Party

This year's Christmas Party will be hosted by Julia and Eugene Much. The date is February 22, 2009. Please mark your calendars. When we are closer to that date, hopefully Virgie and Linda will again "manage" the potluck menu so we don't end up with all deserts or salads. Following the potluck and business meeting Eugene will host an operating session.

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

Have you considered hosting the Christmas Party? It is in January or February every year with the host naming which Sunday it will be (except Super Bowl Sunday). Food is potluck and you get help cleaning up. Why not think about it for next year and then let Roger, Pete or Arpad know.

Waupaca Food Pantry Donations

As in past years our club has made a donation to the Waupaca Food Pantry during the Christmas Season. Members are free to add to that amount. If you wish to add to this year's donation please give your donation to Arpad.

Crummy Deadline for January 2009. Hopefully my second new knee will allow me to get to the computer around Christmas time. I would like to write that issue between Christmas and New Years. If you can get me any articles just prior to Christmas that would be appreciated.

2009 Dues Notice

Club dues are due as of January 1, 2009. As in the past there are to levels of membership. Single member dues are \$12.00 single. Family membership is \$15.00

Arpad will accept dues for next year between November 1, 2008 and January 31, 2009. He prefers a check made out to Waupaca Area Model Railroaders.

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

Change in address/phone/e-mail: _____

Arpad Eisler, N2403 Knight Lane, Waupaca, WI 54981

Contributing Members

Christmas Party – Eugene Much
Food Pantry Donations – Gordy Sauve
Wednesday Breakfast & Work Sessions – Arpad Eiler
Crummy Deadlines – Editor
Dues Notice – Arpad Eiler
Modeling Tips: Reproduced from Walthers E-Update Newsletter – submitted by Jim Payton
Soo Line Historical Society Convention – Jan Trierweiler
Modeling Tip – John Poris
Webpage Update – Gordy Sauve
More Railroad Lingo – Bob Todd
Icing Platoms, SD-45-2 and Tinplate descriptions from various model railroad suppliers
Johnstown Roseville & Western/Dogwood and Southern Railroads – John Poris
Timetable & Schedule of Events

Simple Turnout Details (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc. – Submitted by Jim Payton.)

Track is one of the most important models on your layout and turnouts are a great starting point for superdetailing. This is easiest with manual turnouts, or remote controlled units where the motor drive is hidden under your benchwork.

The most visible detail is the switch stand, a lever mechanism used to move the point rails. Each road had its own standard styles, which were often used for decades. Models of many different types are available in both working and nonworking versions.

You'll also find tall versions, used on mainline turnouts to make them more visible to approaching trains, and short versions installed in yards and on sidings. These can be detailed with day targets, which were painted specific colors to show how the points were aligned; lanterns (and later reflectors) were used at night.

On modern lines where Centralized Traffic Control (CTC) is used, a dispatcher controls mainline turnouts. The points are moved by large electric motors. For added safety, a manual throw handle and electric lock are mounted in place of the switch stand. Standard signals have replaced targets or lanterns/reflectors. Many of these items are available as one-piece castings, which can be painted and installed for a quick and easy detailing project.

More Railroad Lingo (submitted by Engineer Bob) (excerpts from the Glossary of Railroad Lingo are from Railroad Avenue, by Freeman H Hubbard, 1945)

- Black Diamonds – Company coal. ***Diamond cracker*** is a locomotive fireman.
- Blow smoke – Brag
- Donkey – Derisive term for section man; small auxiliary engine.
- Ham – Poor telegrapher or student
- Lizard Scorcher – Dining-car chef
- Mutt and Jeff Pump – Denver & Rio Grande locomotive with big air pump on right and small one on left.
- Rustling the Bums – Searching a freight train for hobos. In bygone days it was common practice for trainmen to collect money from freight-riding 'bos, often at the rate of a dollar a division.

Soo Line Historical & Technical Society Convention – September 2009 – from their newsletter (provided by Jan Trierweiler).

This is the first time the National Convention will be held in the west end of the Soo Line System. The convention will be held at the Holiday Inn in Alexandria, Minnesota. Dates are Thursday, September 16 through Sunday, September 19, 2009.

Activities planned include a bus tour the Glenwood Yard, a rip to Rosholt, SD which is known as covered hopper heaven. In addition to grain elevators, cement, cement ethanol facilities and other rail shippers, farm fields will be under harvest for corn, beets, wheat and soybeans.

Other activities include the annual meeting, interest sessions, photo and modeling contests, and a swap meet. The convention will close with a banquet, awards, and an auction (attitude adjustment hour included). Special activities are being planned for the ladies on Saturday.

Convention updates can be found at the society website: www.sooline.org.

Modeling Tip. From John Poris

Use thin aluminum foil for curtains, laundry or any other fabric that can blow in the wind. By wrinkling or bending to a desired shape and painting a color of choice it can be made to look like curtains blowing in an open window, clothes on a line, pennants or flags. And I'm sure there are a lot of other things you can think of to use it for.

Webpage Update – Gordy Sauve

Just a reminder that each member has the opportunity to put 20 pictures of their layout on their webpage.

Pictures need to be less than 1 meg. Microsoft's PAINT program can help you get there (usually found under accessories). When you open Paint, go to image, attributes. You can adjust your picture by reducing the pixels in the boxes. Depending on the version it may tell you your picture size. If your version does not do that, you can save the changes and then hold your cursor over the picture and it will tell you how many pixels you have.

To make your long description stand fancier you can use a few codes by bracketing either the paragraph, phrase or words you want to change. At the beginning of the item you want to change you put <>. At the end, where you want to stop the change you put </>. Between these marks you put the letter that you want to use to designate the change. For example:

Paragraph: To begin use <p>. To end the paragraph (<p>)

Italics: To begin <i>. To end italics <i/>

Bold: To begin . To end bold

More Railroad Lingo (Continued)

Back the Stack off her – Make fast time, work an engine at full stroke.

Icing Platforms and Ice Houses (from Atlas Quarterly – 4th quarter 2007)

Before mechanical refrigeration, ice was the primary method of cooling perishables. Loading blocks of ice into the rooftop hatches of solid reefer trains would be a daunting task were it not for the construction of icing platforms that brought the ice up to car height for speedier icing and re-icing of the trains. Icing platforms on the major refrigerator routes were often quite extensive – some measured 50 car lengths. The icehouse was usually attached to the platforms to provide an ice supply that could be accessed quickly.

SD45-2 (from Atlas Road Collection booklet)

In 1972, EMD replaced the powerful SD45 with the SD45-2. The most significant updates were a modularized electronic control cabinet, a new truck, the HT-C and a frame that was three feet longer. Santa Fe was the first to receive the SD45-2, the numbers 5700-5704 probably being the most famous as they were painted red, white and blue for the American Bicentennial celebration. Other railroads that bought SD-45-2s included Erie Lackawanna, Clinchfield and Seaboard Coast Line.

What is Tinplate? (from MTH RailKing Train Sets and Accessories Catalog 2007).

In any scale or gauge, model railroading can be a time machine, taking us back to the trains of another era and the world they inhabited. Tinplate trains are made of stamped and die-cast metal and finished in bright metal plating and shiny baked enamel paint. They are the toys of a time when silent movies and then radio were among the chief forms of entertainment – a period when playthings and entertainment were not intended to be realistic, but to serve as springboards for a child's imagination.

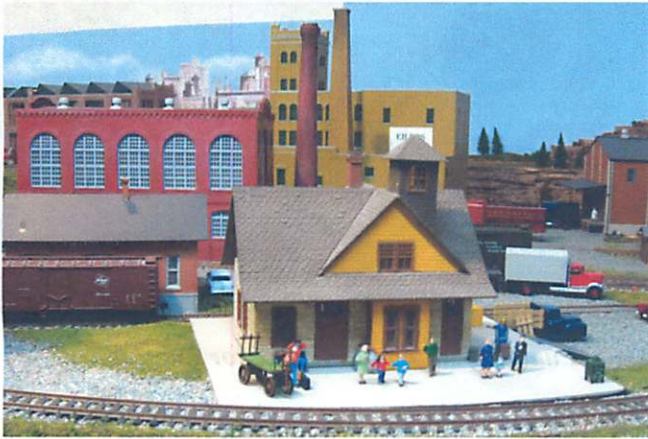
Customize Storefronts with Awnings (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc. – Submitted by Jim Payton.)

An easy way to customize storefronts on Main Street is to add awnings over the front windows. Traditionally, canvas awnings sheltered sidewalk produce and merchandise racks, and shaded storefront windows — a welcome relief in hot weather! Modern, fixed-frame awnings are more for style than for function.

Making traditional canvas awnings is easy using a computer with a painting/drawing application and a printer. Typically, they had alternating wide color stripes (usually off-white and another color). They can be printed on regular thin paper and cut to fit. Leave the edges straight or add scalloped or pointed edges using pinking shears or scissors that cut patterns (available at craft and scrapbooking stores) for extra detail. Cement them to the front of your buildings by edge-gluing them, or leave a small gluing tab underneath. Canvas awnings usually extend 5-10 feet from the wall.

Making fixed-frame awnings is a little trickier. If they're angular, print them on cardstock or laminate printed graphics to thin sheet styrene, this way they'll hold their shape. Cut them out and fold the ends. Leave gluing tabs or edge-glue them to your building wall. Umbrella (rounded) awnings can be made out of painted, vacuum-formed plastic spheres sized just larger than the width of your window. In some scales they're also available as castings that can be attached to building walls.

***Johnstown, Roseville and Western,
and
Dogwood and Southern Railroads
Owner: John Poris***



City of Roseville Depot

A Digitrax (DCC) tri-level layout with 250' of mainline on two levels represents railroading from the early 1950s. This 85% sceniced, 25' x 25' layout is point-to-point with connecting staging for continuous running. There is also a branch line on the third level with two interchange points. Scenery is hard shell and Styrofoam.

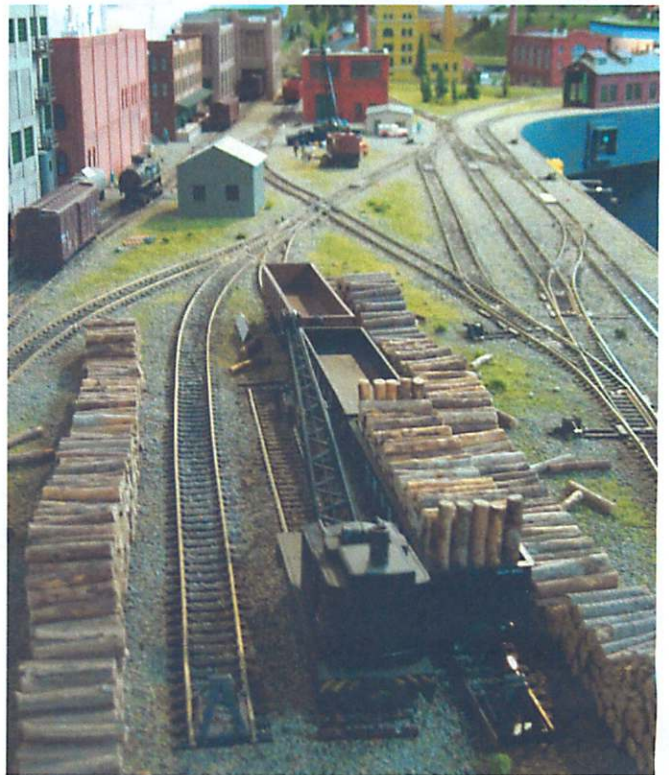


Cannery & Supply Buildings at Roseville Industrial Park

Operating sessions with 4 to 7 two man crews run between two and three hours using car cards. Engines on both lines are mainly GP7, GP9, and RS2, with a periodic use of steam when power is at a premium. Johnstown has two freight yards (east and west). There are seven stops on the mainline that provide a lot of switching opportunities.

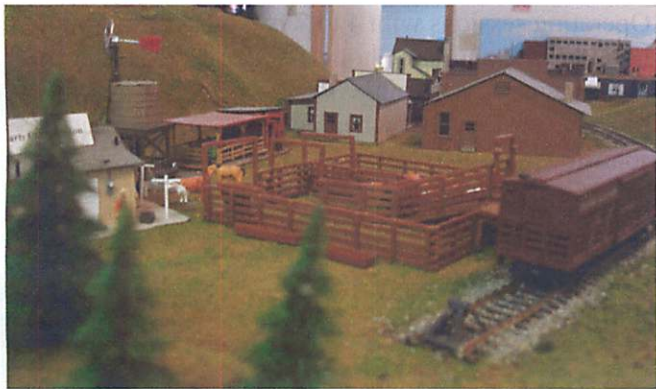


Eiler's Ale, Roseville & Johnstown's favorite brew.



Pulp wood yard for Roseville Paper Mill.

In addition to the main interchange, there are four interchanges with other club member roads.

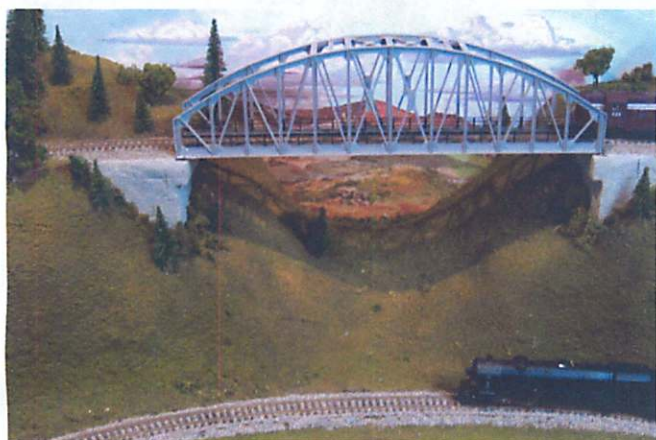


Bart's Cattle & Stockyard at Osage Flats



Interchange between EH&AC and JR

The JR&W provides service to the local power company, a brewery, cannery, paper manufacturer, and freight forwarder.



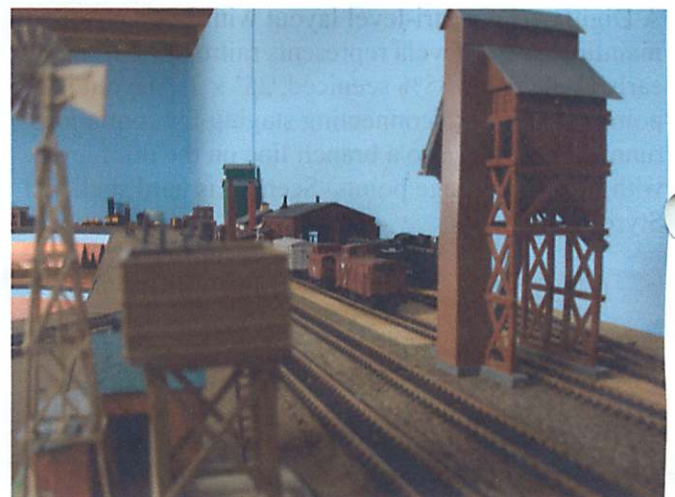
Arch Bridge over cut on way to Roseville

Johnstown's sister city, Roseville is serviced by the Dogwood & Southern. D&S customers include a coalmine, meat packer, sawmill, feed mill and a grain facility.



Pumping station & storage for Lucky's Oil

The Johnstown Harbor spur services a fish cannery, cold storage facility, boat works and coal barge loading dock.



Engine Facility & Wye at Dogwood Junction

A third level boasts a logging industry with its own railroad line that supplies logs for the sawmill

Logging on the side of Bald Mountain



**WAUPACA AREA MODEL RAILROADERS
SCHEDULE OF EVENTS
November 2008 through January 2009**

Thursday Work Sessions

October 2008	20	Jim/Ed	January 2009
16 Mike/Mary	27	Thanksgiving	1 New Years Day
23 Pat L – Operating	December 2008		8 Mall
30 Gordy	4 Arpad		15 Mall
November 2008	11 Mall		22 Mall
6 Eugene - Operating	18 Roger - Operating		29 John P - Operating
13 Gordy	25 Christmas		

Wednesday Morning Sessions (Breakfast meetings start at 7:00 AM rotate between 3 locations beginning in November with work sessions following for those interested.)

October 2008	26	Stevens Point	January 2009
22 Waupaca	December 2008		7 Stevens Point
29 Amherst	3 Waupaca		14 Waupaca
November 2008	10 Amherst		21 Amherst
5 Stevens Point	17 Stevens Point		28 Stevens Point
12 Waupaca	24 Waupaca		
19 Amherst	31 Amherst		

SHOW SCHEDULE

November 1, 2008 WinnebagoLand Division Annual Operating Session
November 8 & 9, 2008 Trainfest – Milwaukee

2009

January 17 & 18,	Stevens Point Show
/February 22 (Sunday)	Christmas Party - Eugene & Julia Much hosting
February 21 & 22	Madison Train Show
March 7 & 8	La Crosse Train Show
April 25 & 26	Green Bay Train Show (Layout displayed?)
May 9, 10, 11?	NMRA Regional Meet
June 20 & 21	Strawberry Fest
July 11 - 15	Iola Old Car Show
August 16 ?	Golf Outing (Diane & Gordy's)
September 6 & 7 ?	Marinette Train Show (Layout Displayed)
September 20	WLD Fall Meet - ?
October 18 & 19	Marshfield Show/Division Meet (Layout Displayed)
October 19	Paper Valley Swap Meet – Appleton
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: Lynn (Chairman), Randy, John Poris, Mike Kirk, Gary, Dave, Dayna
Fund Raisers: Dennis (Chairman), Pat, Roger, Eugene
Website: Pat L (Chairman), Randy, Dean, Gordy

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Painting Rail for Realism (Reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers Inc) – Submitted by Jim Payton

Look at any prototype rail and you'll find its color ranges from dark rust to dark gray—a far cry from the silvery color of model railroad track. On your layout, removing the shine and re-creating appropriately colored rail is easy.

Several manufacturers offer easy-to-use paint pens or rollers that allow you to mimic the color of prototype rail on your pike.

Paint your rail once it is in place on your layout, otherwise as you bend flexible track the areas covered by spike heads will shine through. Run the markers along both sides of the rail, taking care not to paint points on turnouts. For old rail, use dark rust or rail brown. Where locomotives sit for extended periods, such as station platforms and servicing tracks, use grimy or oily black. To simulate newly laid rail, use dark gray paint.

Small paint rollers the thickness of the rail web are also available. They come attached to an automatic paint dispenser and allow complete coverage in a single coat. Their advantage is that you can use the same colors mentioned above or your own custom colors.

Once the paint has dried, clean the top of the rail heads with an abrasive track cleaning block to remove excess paint. Make sure you haven't covered any electrical contacts at turnouts and clean paint out of turnout and crossing frogs and flangeways.