

The Crummy
Official Newsletter of the
Waupaca Area Model Railroaders
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Read current and past issues at our website: www.wamrltd.com

Gordy Sauve, Editor

Winter 2014

Annual Christmas Party

This year's Christmas Party will be hosted by Ann and Vance Linden . The date is February 9, 2014. Please mark your calendars. Ask Ann and Vance what you can bring for the potluck. They will be keeping a list of what members will be bringing so we don't end up with all deserts or salads. Following the potluck and business meeting.

Have you considered hosting the Christmas Party? It is in January or February every year with the host naming which Sunday (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 or Pete know.

Silver Anniversary Strawberry Fest Update – Dennis. If Artic Run is two weeks away, that means it is time to get ready for Strawberry Fest. *This is a special event this year. It is our 25th Run, and as happens every once in a while, it is not on Father's Day week-end.* I have already been contacting and fielding questions from vendors and clubs that are interested in displaying their layouts. As usual Gordy has been busy on the advertising. Ron and Ryan have again volunteered to post the community calendar listings for radio, TV and newspapers. Gordy will be coordinating the rest of the advertising and press releases to magazines, trade publications, newspapers, TV, etc. We are always interested in hearing about new vendors, new layouts and new ideas to make the show more successful. We are again planning on the model contest, demonstration derby, kid's activities, and a great food menu. New this year will be the Northeast Wisconsin O-Gauger's Train Race Track. It has always been a hit with the younger train buffs wherever it has been displayed. It's not to early to get the word out. Get flyers from me, help get them distributed, and let me hear any new ideas you have.

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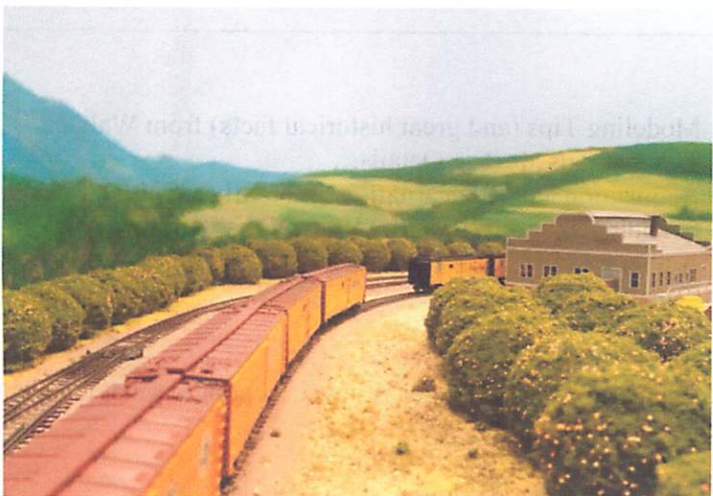
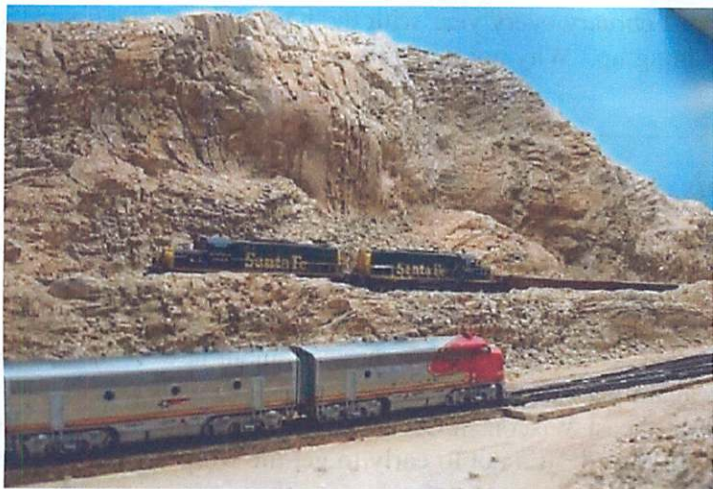
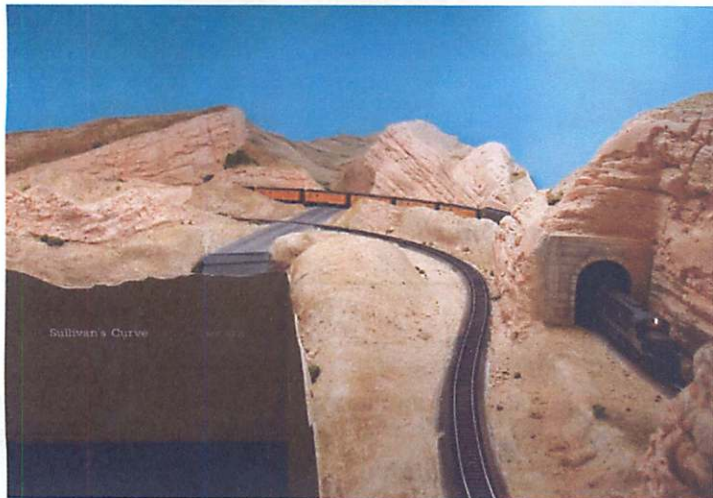
2013 Dues Notice. Club dues of \$25.00 annually are due as of January 1, 2014. Roger is now accepting dues at meetings or by mail. Please make your check out to Waupaca Area Model Railroaders.

Name: _____ Phone: _____ E-mail address: _____

Change in address/phone/e-mail: _____
Send to Roger Hildebrandt, 7693 Evergreen Dr East, Waupaca, WI 54981

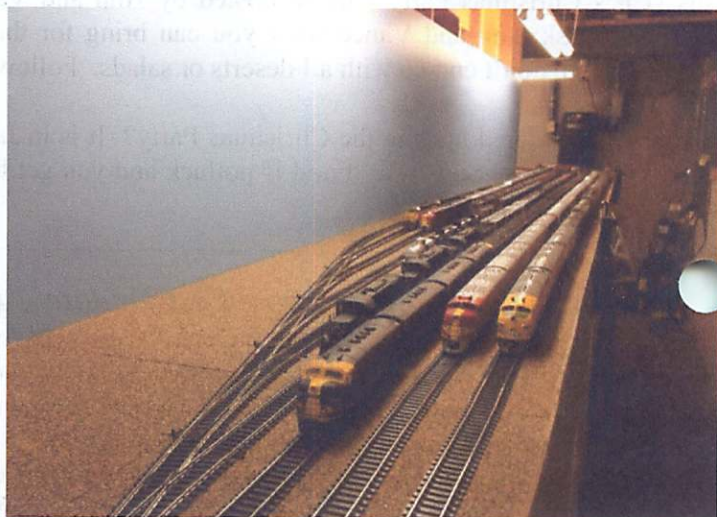
When Big Enough Isn't Big Enough, You Add On

Pat loves long trains, lots of heavy mainline trains with helpers added and cut off at various locations. His "big scenery" includes Cajon Pass, the primary gateway to and from the Los Angeles basin across the mountains in Southern California.



From his latest pictures the weather in Southern California seems to be great. The last time I was there the orange grove had not even been planted, but now the trees are full of fruit waiting to be harvested.

Back in 2008 when we featured Pat's layout in *The Crummy* he already knew his layout, which occupies almost all of the basement, was not big enough. Back then he already knew what he wanted to do, and just a few weeks ago his new yard became a reality.



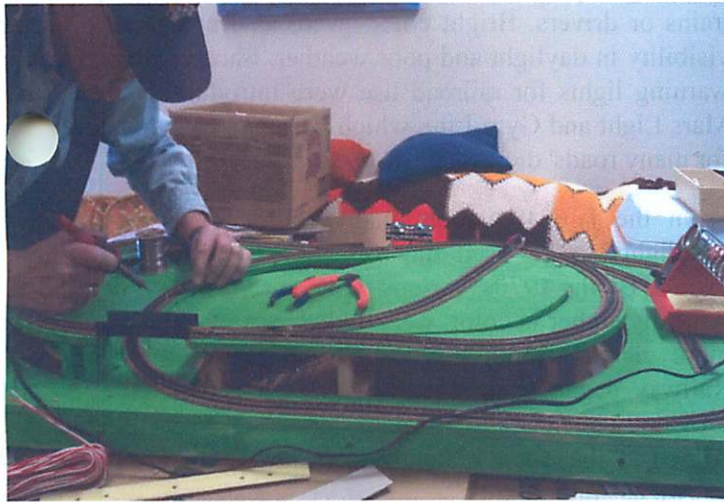
This spring the club will get a chance to operate on this layout, and it looks like the trains are ready to leave the station. ***So mark your calendar for Saturday, February 22...9AM for a time operating and enjoying a superb layout.***

Choo-Choo Bob's New Layout

Layout's by Chris found another customer at the Vet's home in King. After seeing member Chris Stanton's layout Choo-Choo Bob couldn't resist owning one himself. Bob selected a different track plan and started working on it.



Not long into the process he decided he needed help and asked the Monday morning crew for help. While waiting for the scenery details and buildings to appear the crew got started.



As in the case of Chris' layout there was only one electrical connection. Phil, assisted by Pat swung into action.



Mike began refurbishing the warehouse building.



Chris continued to be the detail man painting cows, pigs, sheep, and chicken.



Roger, Gordy, and Pat worked on the scenery base using Styrofoam, paper bags and glue. Everyone got busy "planting" grass, installing retaining walls, building a pond, and applying ballast



Look for completion of the layout in the next issue.

King Model Railroad Club

Thanks to the efforts of club member and King Vet's Home Resident Chris Stanton, and the interest in model railroading by Choo-Choo Bob and other King residents a new model railroad club has been organized. After a lot of effort the administration has found a place for the club to meet and operate both Chris's and Bob's layout.

A great BIG THANK YOU, and vote of appreciation is owed to Roger Hildebrandt, our club president, for being the primary support for seeing Chris' effort pay off and for making sure Chris gets to WAMR events. The King club has had two meetings which included clinics given by Roger and Gordy, and then watching train videos. Long time club member and King volunteer Dave Johnson was also on hand to support the new club. The next club meeting will be held in January. WAMR members are always welcome...and conducting a clinic would be appreciated.

Modeling Tips (and great historical facts) – (reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Shed a Little Light. What do you do when business reaches the point that trains have to run after dark? That was the question that plagued the South Carolina Railroad back in 1832. Two small flatcars solved the problem. The first was covered with sand and a small fire was built on the deck. Behind it came the second car with a large sheet of tin as a reflector. From those humble beginnings, railroads have been experimenting with better headlights ever since.

Traditionally, steam locos only carried a forward-facing lamp as a cost-cutting move. Only switch engines and branchline power that made a lot of reverse movements needed a rear lamp, a practice the continued until late in the steam era.

The arrival of high-speed trains and diesels in the 1930s, along with increased highway traffic created a new set of problems. Moving much faster and quieter than steam-powered trains, the new equipment could easily be at crossings before motorists were even aware a train was coming. To make these trains more visible at night, the standard headlight was supplemented with a high-intensity searchlight, positioned so its beam wouldn't blind oncoming trains or drivers. Bright colors were also adopted for better visibility in daylight and poor weather. Shortly after, flashing warning lights for railroad use were introduced, notably the Mars Light and Gyra-Lite, which became standard equipment for many roads' diesels.

From the late 1940s on, many railroads began requiring headlights to be used day or night to make trains more visible. By the 1970s, various types of roof-mounted beacons, typically amber in color, were added to make oncoming trains more visible. About this same time, the British Columbia Railway began experimenting with pilot-mounted lamps to provide better visibility around curves in mountain territory. Aimed at the ditches alongside the track, they came to be known as "ditch lights."

Today's powerful headlight and ditch light combinations merge the best of all these ideas, providing clear visibility and increasing safety.

On Walthers' models, DCC decoders and many add-on electronics packages can be combined with miniature bulbs and tiny light-emitting diodes (LEDs) to simulate almost any kind of engine lighting, from the original bonfire of 1832 to the present day! Check out the many choices [online at walthers.com](http://www.walthers.com) and in the Lighting and Command Control Sections of your Reference Book to see what's available.

**CAUTIOUS RIDER
TO HER RECKLESS DEAR
LET'S HAVE LESS BULL
AND A LITTLE MORE STEER
BurmaShave**

The Animals Are The Details...At Least a Good Part of the Details

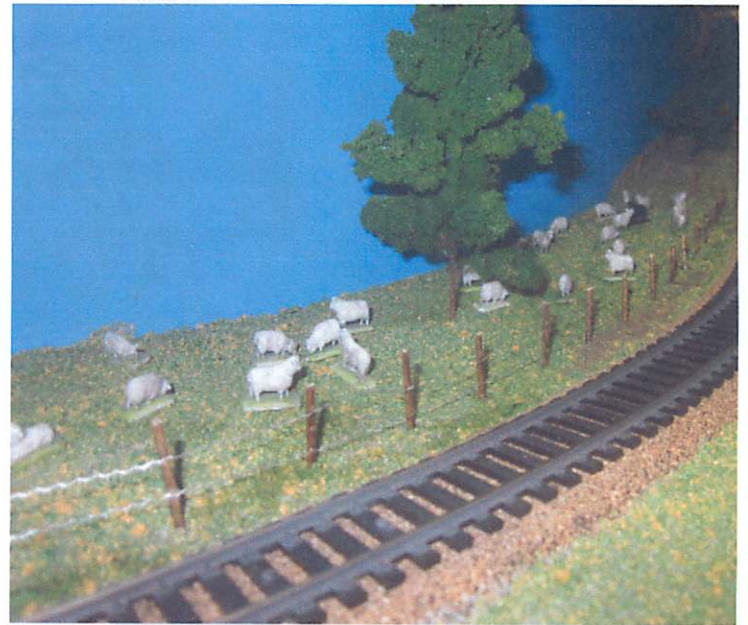
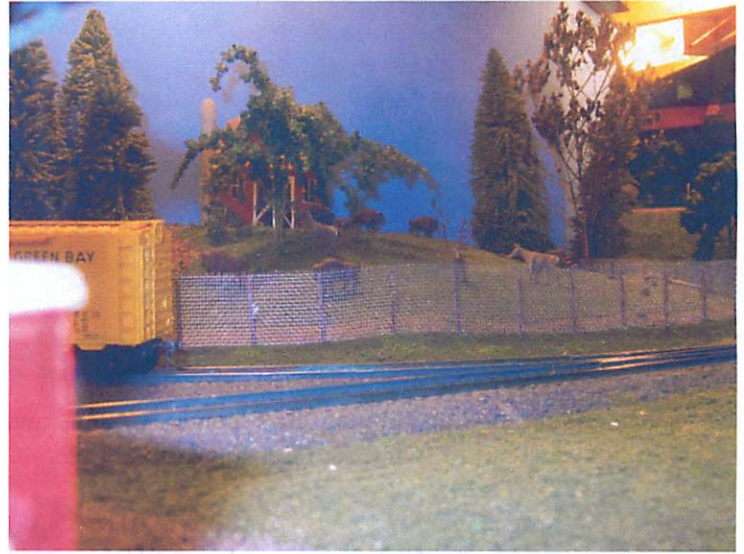
When you model a road that travels through the country side you become aware that the scenery details are not just trees, buildings and people, but fences and a variety of animals. Visiting Roger's Evergreen Hills and Allen Creek Railroad gives new meaning to country details thanks to Chris Stanton's knowledge of farm animals and his painting skills. Chris has been busy painting cows, pigs, sheep, chickens, ducks, buffalo, deer and any other animal Roger needs to provide detail.

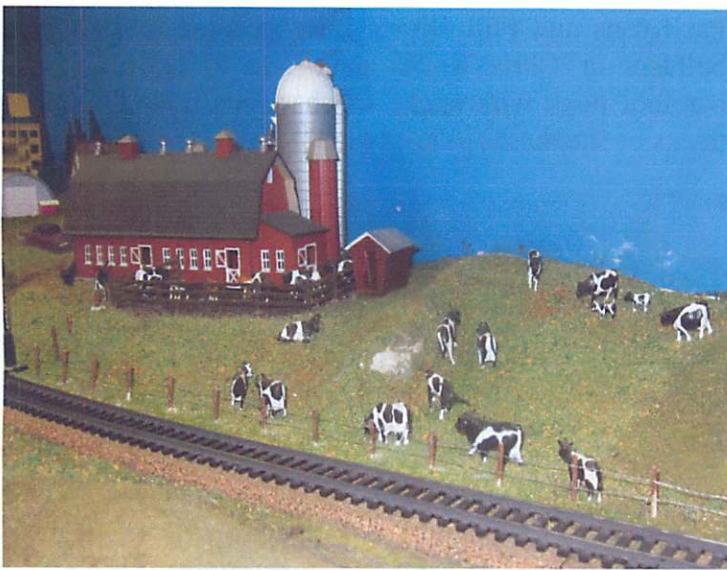


Chris has yet to figure out how to paint ID tags on the animals, but he is working on it.

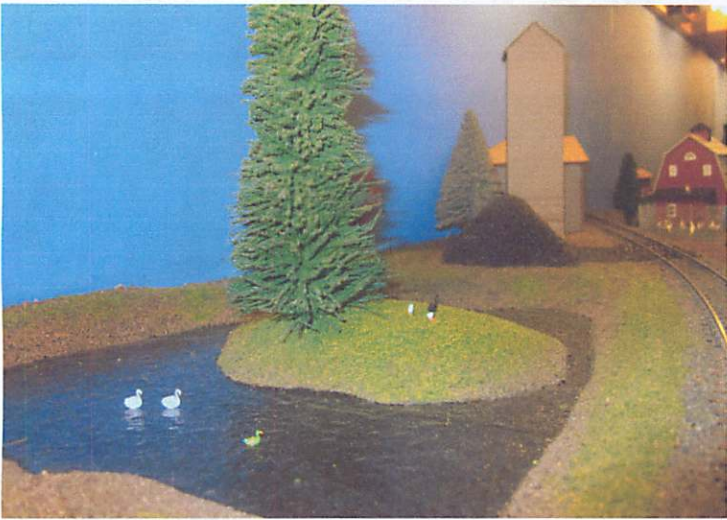


Pat Lyons and Phil Gjevre have become master fence builders or Chris would have had to learn to paint barefoot boys with sticks to chase the animals off the tracks or shepherds to herd the flocks. .

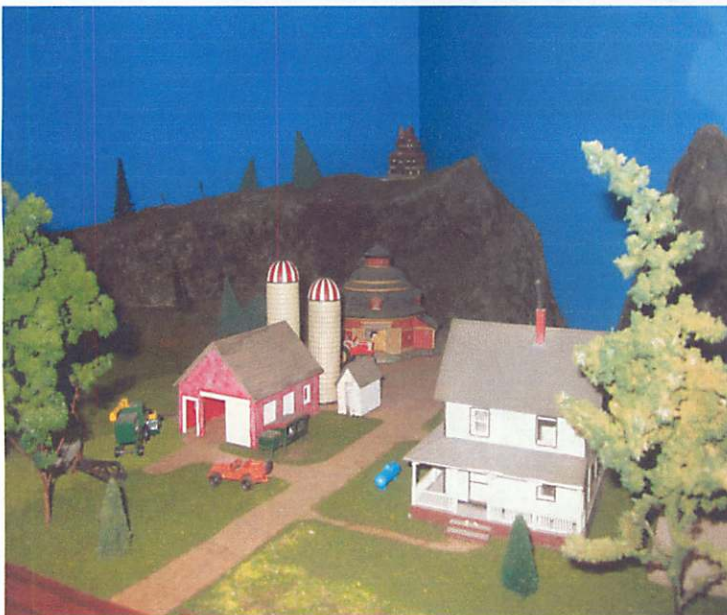




Roger has gotten good at building duck ponds, swamps and rivers. A duck just has to swim...at least some of the time.



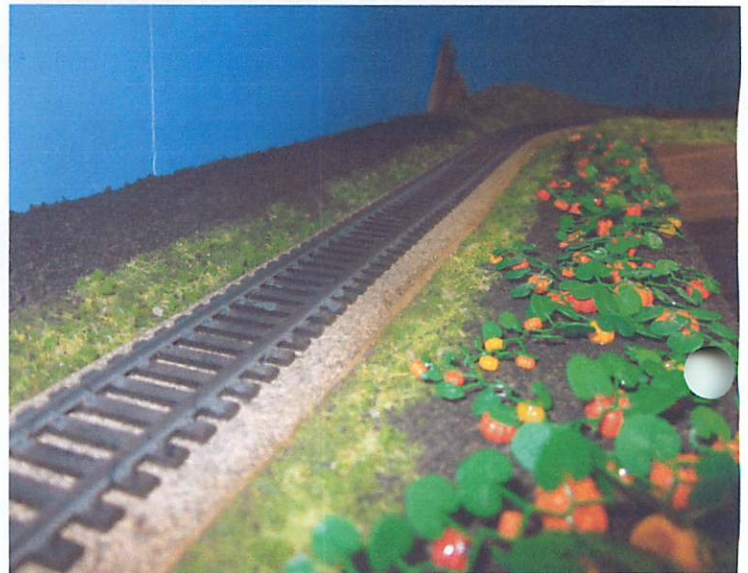
What would a countryside scene be without a round barn?



Or the farmer's wife hanging out the laundry



a trackside cornfield, and pumpkin patch,



or farmer's coop and elevator?



Yes, there are towns and industry along the tracks as well, but that is for another article.

Acquisition and Reincarnation of the Silver Spike Railroad.

Once upon a time there was an ambitious tycoon who loved model railroading. Back before this recorded history, the Silver Spike's President Ed Murrow negotiated a deal with the Chairman of the Board of the Murrow Housing Authority to construct a model railroad in a second floor 8' x 24' room above the porch. Having been granted a permit and met all the ordinances, work on the Silver Spike began.



With help from the Waupaca Area Model Railroaders, the railroad came life. Inclusion of Digitrax as the control system was an easy decision. The list of industries include a paper mill, power plant, iron mine, fuel terminal, cement plant, lumber company, cannery, grain elevator, feed mill, farms, winery and a brewery. Any one for an *Eddy Lager* or a *Chateau de Murrow*?



To fit it all in, Ed had to resort to having a double decked layout. He worked diligently to build two specially designed sections of bench work that would bridge the door that gives access to the railroad room. One section drops down and the other rises up.



However, there was still a question of how do you get everything into the allotted space?



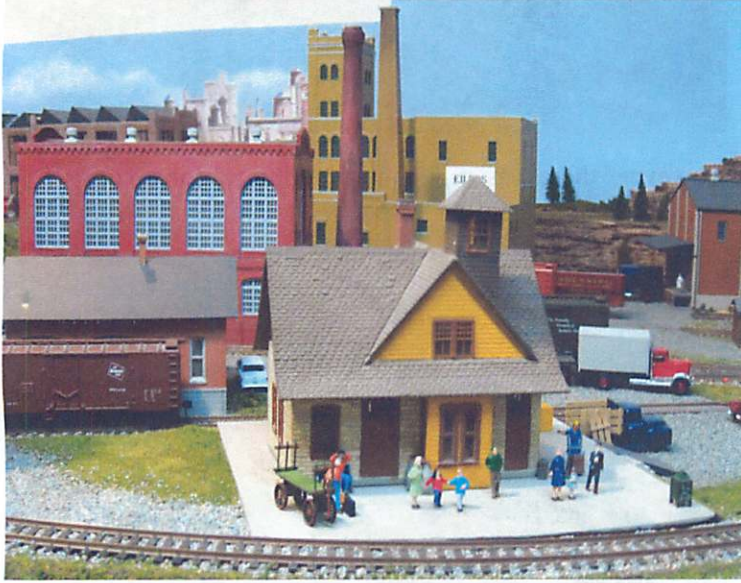
There was a spare bedroom just a few feet away, but you would have to go through a closet to get there. A plan that the Murrow Housing Authority Chairman promptly vetoed.



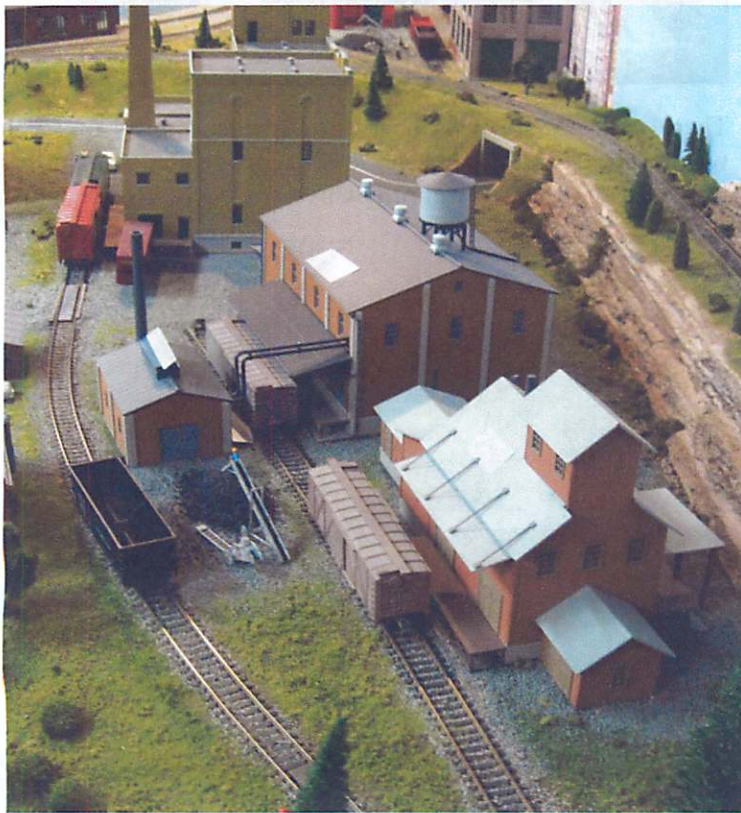
Then in a surprise move the housing authority decided the basement should be the next urban renewal project, and that the railroad and its headquarters should be moved to this larger area. After months of work on the urban renewal project, the space was ready.

In the Meantime.....

John Poris, President of the Johnstown, Roseville and Western; and the Dogwood and Southern Railroads announced his retirement from model railroading. He would still be an active member of the club, but was downsizing into an apartment. President Murrow ceased the opportunity to expand his empire and negotiated to purchase many of the assets of the two lines. John's layout now resides in pictures, but will soon become part of Ed's expanded layout.



City of Roseville Depot



Cannery & Supply Buildings at Roseville Industrial Park



Logging on the side of Bald Mountain

But..., President Murrow was not done yet. In 2013, club member and President of the Central Wisconsin CN Railroad of Plover announced a family decision that involved relocating and dismantling of his empire. With club assistance Ryan had worked diligently to build the bench work of his double decked 41' x 13.5' layout...complete with a custom built Hildbrandt Helix.





At the time of his announcement, President Ryan made it known that this would give him the opportunity to start over, but in "N gauge". Something he wished he had done when began building his layout. Not missing a beat, President Murrow negotiated to purchase the helix and bench work for his expanding Silver Spike Railroad.

Construction begins....

Having acquired the assets of all three lines, moving them to his house, and completing the urban renewal project in the basement, construction of the Silver Spike began. (The original Silver Spike still operates on the second floor so that Ed and the grandkids can still enjoy model railroading until the expanded pike is ready for operation.

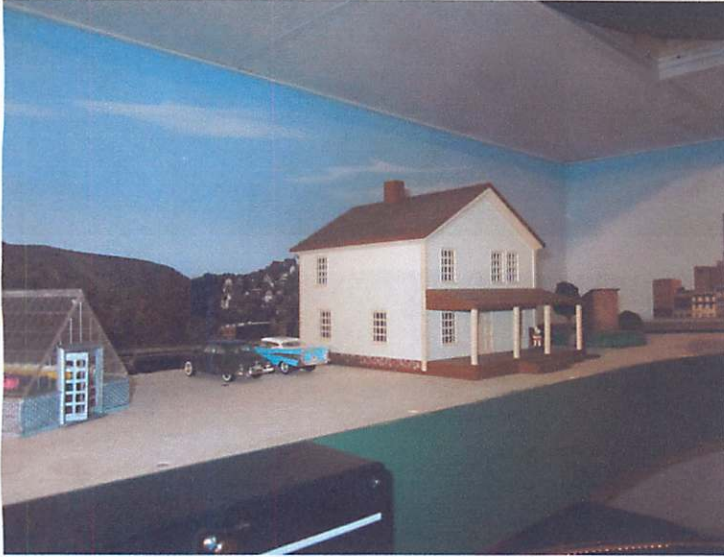
On November 7, 2013 long awaited construction began. The moving crew unloaded the trailer, rolling in the helix and piling sections against the walls. The only problem was that the helix was just a little toooooooo big. The basement stairs had to be removed and the helix collapsed to get it into the basement.



This is just the beginning. There will be much more to come and the progress should be swift. Ed retired a couple of weeks ago and he is busy...with the help of club members...merging his acquisitions into one gigantic HO layout. Hey Ed! When is the first operating session?

Grandma's (and Grandpa's) House Gets Landscaped – Gordy

It finally happened! For a number of years the old farm house has sat on the second level of my layout waiting for its turn at getting landscaped



When Phil and I traveled to the TCA York Meet this last fall we made a stop at Scenic Express, in a Pittsburg suburb and picked up the details...and a lot more. I was like a kid in a candy store, walking up and down the aisles of the warehouse picking anything at stuck my fancy. At the York meet I found a one stall garage that matched the house, and another bunch of "stuff" to help detail the layout.

Because of the location and configuration of the grandparent's property it was easier to build the scene on a platform and then move it to the layout.

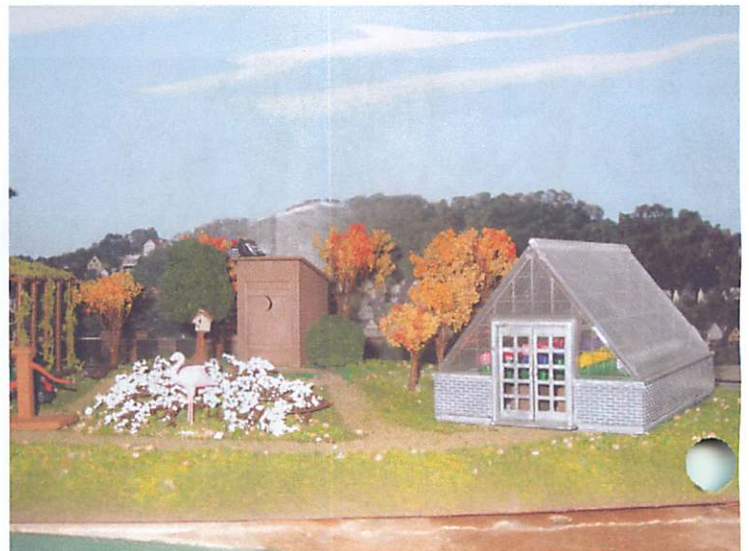


I chose to build the animations into the scene using ceiling tile that I could sculpt into the landscape thereby hiding the operating mechanism. Next I laid out the sidewalks and driveway and "paved" them into the scene, and finished up by "planting" the grass.

After placing the structures on the layout and testing the animations....the lumberjacks sawing, grandma rocking in her chair, the mother in the second floor bedroom walking the baby, and grandpa reading the paper in the outhouse, it was time for details.

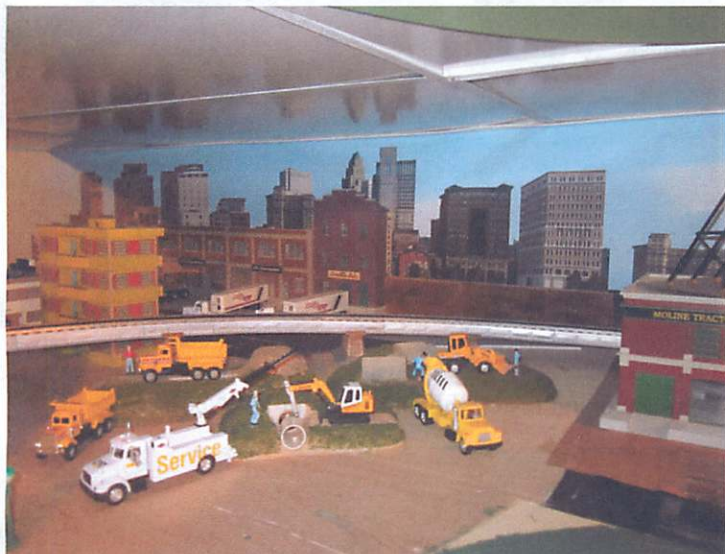


Once detailed all that remained was to lift it in place and hook up the animations...grandma is going to get wired!

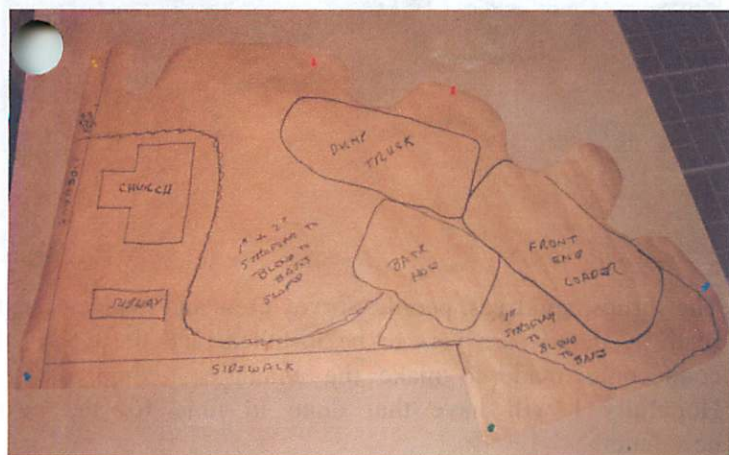


Amherst Urban Renewal Project

K-Line made a lot of interesting animations, most of which I have. Three that have resided on my layout in a static display mode have been the dump truck, backhoe and scraper. Last month it became time to make them work.

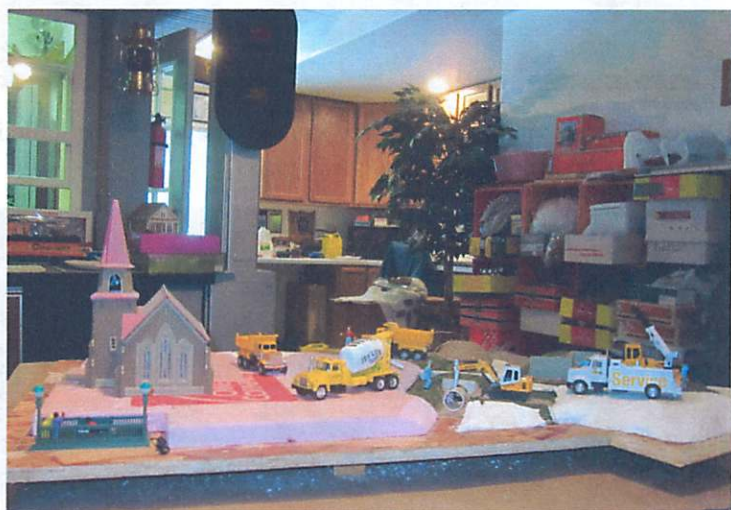
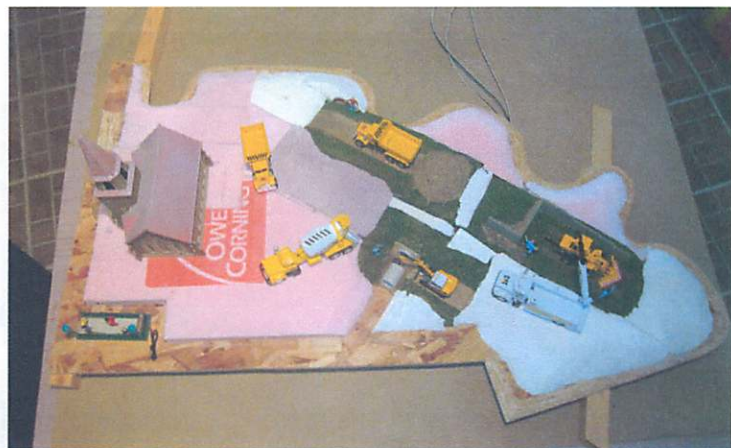


Again, due to location it was easier to build on a platform and lift it into place. I started with a pattern, transferred it to a sheet of particle board, cut it out and shaped it before starting to construct the scene on the platform.



Once I had positioned the units I drilled holes in the platform and the table base so I could thread the wires down under the table once the unit was completed. I also tested the units and connected leads to the units so I could connect them to the control panels once the platform was installed.

I used a lot of scrap Styrofoam of various widths to blend the individual units into a scene. A file and my hot knife made sculpting the Styrofoam simple, but time consuming.

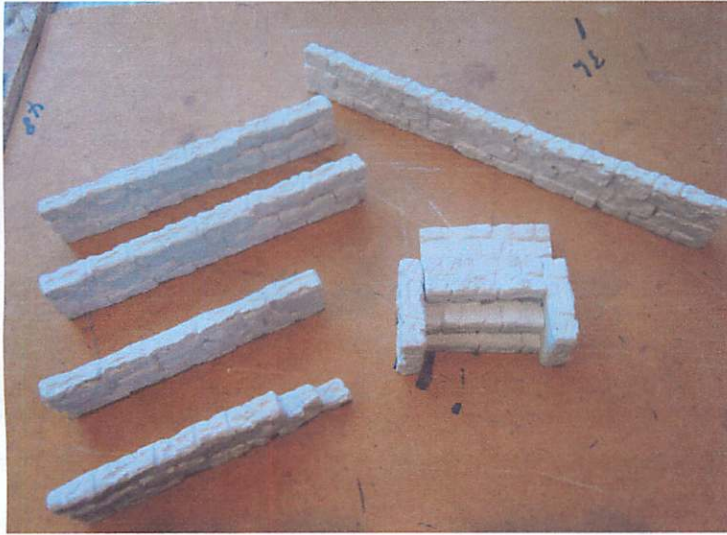


Once I was satisfied with the general landscape it was time to cover the entire scene with paper bags and Elmer's glue.



It is important in building an animated platformed scene that you check your electrical connections often to make sure that there is not an unintentional disconnect. Prior to "bagging" the scene, make sure you also make provisions for buried wires for street lights, building lights (and in my case subway stairwell lights).

A subassembly of retaining walls was made from plaster molds I had previously cast. They were cut to size, including stairs, and then painted.



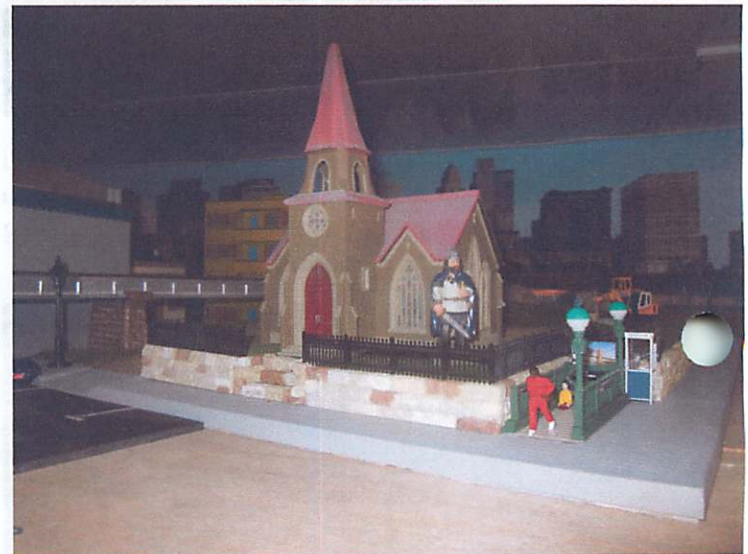
Once the retaining walls were painted they were installed around the church prior to "planting grass".



The next step was to "plant grass" and then install the HO gauge fence. Don't be afraid to mix scale. The same fence in O gauge would have hidden the church, the St Olaf statue, and the coming shrubs. The sidewalk was covered by Evergreen plastic material and the curb made with 1/2" balsa wood. The St Olaf statue is a refrigerator magnet bought at a Ludefisk dinner last year. Details are where you find them, not just in a hobby shop.



Once the street lights, subway lights, and church lights were connected and tested the unit was put in place.



The shrubs, and trees, people, survey crew and roadways and roadway detail are yet to be installed, and the electrical connections made to make the animations come to life. Hopefully I will have that done in time for the next newsletter.

Ponderisms –

- I used to eat a lot of natural foods until I learned that most people die of natural causes.
- Life is sexually transmitted.
- Health is merely the slowest possible rate at which one can die.
- The only difference between a rut and a grave is the depth.
- Does pushing the elevator button more than once make it arrive faster?
- Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.

WAUPACA AREA MODEL RAILROADERS

SCHEDULE OF EVENTS

December 2013 through February 2014

December 2013

5 - Mike & Mary
12 - Eugene - Ops
19 - Ed
26 - Ed/Gordy

January 2014

2 - Roger - Ops
9 - Mike & Mary - Ops
16 - Gordy - Work
23 - Ed/Ryan
25 - Saturday (Randy 9AM Work)
30 - Pat L - Ops

February 2014

6 - Eugene - Ops
13 - Phil/Dennis
20 - Vance/ Mike & Mary
22 - *Saturday (Pat S 9AM play)*
27 - Roger - Ops & Pick

SHOW SCHEDULE

2014

January 18-19	Artic Run Train Show, Stevens Point, WI
January 25	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
January 26	Point Beach Power Plant Train Show, Two Rivers, WI
February 7-16	Northeastern Wisconsin O Gaugers Fun Run Train Show, Green Bay, WI
February 9	Christmas Party - Lindens
February 15-16	Madison Train Show, Madison, WI
March 1-2	High Wheeler Train Show - Paletine, IL
March 8	Paper Valley RR Club Swap Meet, Appleton, WI
March 9	Metro Model Railroad Club Show, Cedarburg, WI
March 15-16	La Crosse Train Show
April 5-6	Happy Grandparents Model Train Show, Menomonie, WI
April 26-27	Titletown Green Bay Train Show
May 15-18	NMRA Midwest Division Convention - Schamburg, IL
May 10	WLD Spring Meet - Waupaca
June 11-15	Thomas The Tank Engine, National Railroad Museum, Green Bay, WI
June 15-18	CNW Historical Society Convention - La Crosse, WI
June 21-22	Strawberry Fest, Waupaca, WI
June 26-29	Milwaukee Road Convention - Rock Island, IL
July 19	La Crosse Railroad Fair - Copeland Park
July 10-13	Iola Old Car Show
July 13-19	NMRA National Convention - Cleveland, OH
August 20-24	Brown County Fair Train Show, Green Bay, WI
September 6-7	Michigan/Wisconsin Train Show, Marinette, WI
September 27-28	Northwoods Train Show, Minoqua, WI
Oct 11-12	Indianhead Train Show, Eau Claire, WI
November 8	Trainfest - Milwaukee
November 29-30	Paper Valley Open House - Appleton

(Potential events) 2014

July	Circus Model Train Show, Baraboo, WI
August	Summer Outing & Business Meeting -
August	Calumet County Fair Steam Engine Train Show
August	Clipper City Model Railroad Club Open House, Manitowoc County Fair, Manitowoc, WI
August	West Bend Railfest 2013, West Bend, WI
September	Soo Line Historical Society Convention - Ladysmith, WI
October	Hub City Model Railroad Show, Marshfield, WI
October	NMRA Winnebago Division Fall Meet -
Oct	11 th Annual Railroad Show and Swap Meet, West Bend, WI
November	Winnebago Division Annual Operating Session
November	First Freeze Train Show and & Swap Meet - Green Bay

OFFICERS

President: Roger; Vice President: Pete; Treasurer: Arpad Secretary: Mary

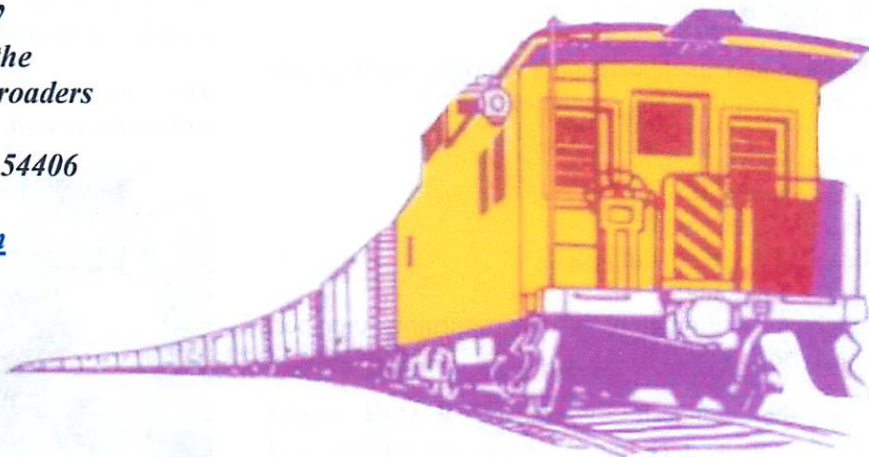
COMMITTEES

Layout: Pete (Chairman), Jan, Eugene, Mike Eiden, 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, Ron, Roger, Eugene
Website: Ryan (Chairman), Pat L, Randy,

F1 L3

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Gordy Sauve, Editor

Spring 2014

Strawberry Fest – Dennis Cook. Our 25th show is coming together with only a few vendors left to contact. This year we will be using the stage in the older gym and the back band room. Because the show is not on Father's Day it seems I have vendors and layouts coming out of the woodwork. We will have at least three more layouts than in the past. We do not have any large vendors coming, but have many vendors with estates to sell and people like us who just have too much. REQUEST: We will need to have all the club tables back for the show as I will be renting close to 100. 100 is my goal and I am at about 90 already. We will be start laying out the gym at 1-1:30 PM on Friday, June 20th and I will need two members to help. We will also need help getting the tables from Roger's and 8' tables from WPS. Several vendors and layouts will need assistance getting into the building. The NEW O' Gaugers with the Dog Bone race track will need assistance in conducting the races, throughout the event (At least one WAMR member at all times). And as always some of you can be running out layout or work at the demonstration tables that will be set up throughout the show.

Finally, I am looking for an idea on how we can find out where people have heard about our show. We could have someone man a clipboard at the entrance. Someone talked about doing door prizes away every hour, like they do in Madison. Please let me hear your ideas. Last year's show was great and I feel we will top it this year.

Old Car Show – Dennis Cook. The Old Car Show has our information about who will be working at Gate 15. If you have not talked with me about working there on July 10, 11, or 12th, let me know. We will be crossing guards at Gate 15 which is between the Car Carrel and the Car Show. We will have vests and signs. I recommend wearing a hat and a white long sleeve shirt as we will be in the Sun. Right now we have at least two members in each time slot and at times there will be 3-4. Water and equipment is being supplied and will be stored in the entry booth by the gate. If you can't make an assigned time period, let me know as I do not want anyone to have to work alone. This is a great fund raiser for our group and I appreciate all your help.

Congratulations to Bret Nelson – Roger. This year's WAMR Scholarship Winner. Bret is our 17th Scholarship winner. The scholarship is for \$500 which Bret will use to study at UW- Madison. His interests are physics, computer science, and game development. Including this year's scholarship the club will have awarded scholarships totaling \$7,130.

Summer Outing. After a busy Strawberry Fest and Iola Car Show we will have the opportunity to enjoy a relaxed Sunday afternoon with fellow club members and their significant others. . Gary O and his wife will be hosting the event on Sunday, August 17. We will be eating first at 1 PM. As usual the club will be supplying the meat, soft drinks and dinnerware. Potluck items to bring include potato or other salads, veggie or fruit trays, pickles, and deserts. Be sure to mark your calendar and call/e-mail Gary as soon as possible so Gary knows how many to expect. At that time also let Gary know what you will be bringing to the potluck so we don't end up with all salads or desserts.

Congratulations Ryan. You win the prize, though we don't know what it will be. Since moving to Texas you have become the member with the longest commute to WAMR events! We look forward to seeing you on occasion when work calls you back to Wisconsin. Just wonderin'? Have you started on that new "N" gauge layout yet?

Welcome New Members

We have had five new members, and a returning member join us in the last few months. They include –

Dwayne Deering – Marshfield

Jeff Hild – Stevens Point

Paul Andereson – La Crosse

David & Brandon Riedl – Waupaca

Phil Younger – Wautoma

Bob Schoneman – Appleton is the returning member. Welcome back Bob.

Welcome to the wonderful world of WAMR model railroading. In the next couple of issues we will try and include short bios of each member. If you haven't met them yet make sure to welcome them when your tracks cross.

Train Races are coming to Strawberry Fest

Thanks to the NEW "O" Gaugers of Green Bay we will have a new exciting event at Strawberry Fest this year.

Remember when you were a kid and it was fun to make the trains go fast? Who fast would they go before the rolled over on a curve? Remember when Herman Munster raced his train off the end of the table and onto the pillow on the floor? Doesn't that sound like fun?

While we won't be able to run the "O" gauger's trains off the "cliff" we will be able to see how fast they will go and if we can beat other engineers at the train race table.

If you have ever been to Train Fest you have seen the train race set up. It is always crowded with kids waiting in line to try their hand at being Casey Jones. That layout was constructed by a club in Illinois. When the NEW "O" Gaugers invited the club to Green Bay they were told they weren't interested in coming. Then someone got the idea to have the club build their own track. The Illinois club shared the plans and, as they say, "The rest is history."



Maybe when the kids aren't watching the "O" Gaugers will even let some of us "older" kids try our hand at a race or two.

There will be plenty of other activities for the young model railroader as well. Welcome back Conductor Carlson!



And this year *two* Lego layouts will be joining Thomas and his Chugginton Station Friends.



Vance's No Name Railroad

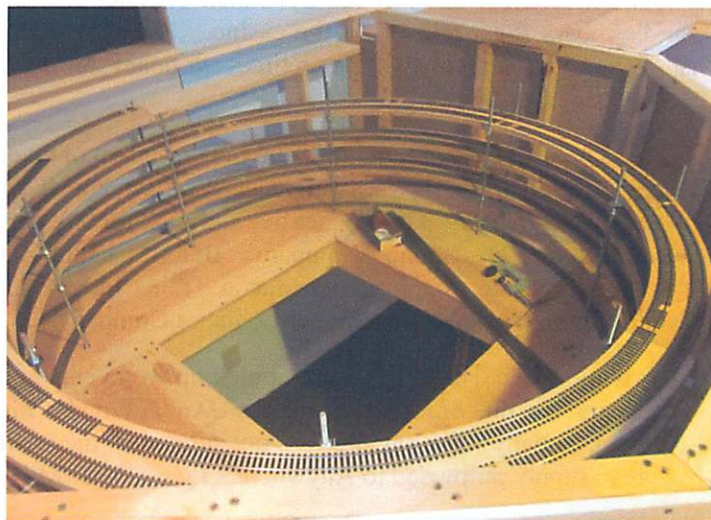
Vance wanted a model railroad and the club got busy. This pictures show the progress on the No Name Lines Ltd. Given that he has not chosen a road name, named any of his cities, industries, or era, I thought it might be fun to do a little Abbot and Costello type story.

Climb aboard this under construction model railroad. Trains originate at Somewhere and Over There with stops at Nowhere, Anywhere, Lost Wages, Can't Get There, Not There.



Engineer *Ben There* and his brother conductor *Done That* spend their day making pick-ups and set-outs at towns and industries along the mainline. Leaving the yard at Somewhere they set out construction supplies at the *I'm Gona* Construction Yard where I'm Gona is supposed to be building a new automotive assembly plant. *Waas There*, a reporter for the Somewhere Times reports that nothing has started yet. Ben and Done's next stops is the R. E. Finery Oil Company. There they set out/ full and empty tank and box cars.

Leaving Somewhere Ben and Done encounter the Helix Mountain tunnel, a multi-level affair on the way to the layouts agricultural region. From deep in the bowels of the



mountain you can hear the noise and see the red dust coming from Rusty Red's Iron Mine

Heading to No Where, the layouts agricultural region, finds them exchanging tank cars for dairy products, covered hoppers for corn, and box cars for potatoes.

- Farmer *Pull More* reports that production is up at both the Udder Dairy Farm, and Moo Juice Acres.
- *Colonel Cobb* says he needs more covered hoppers because the corn is really poppin'.
- *Spud Acres* reports that the recent derailment has mashed profits at his potato farm.



Moving on to Anywhere Ben and Done set out and pick up chemical tank cars, box cars, pulp and chip cars at Pulpny Paper Mills, producer of Splinter Fine Papers.

Morning passenger service originates from both Somewhere and Over There, and returns to their home depot in the evening.

The west bound Black Jack Special, with Engineer *Bet-er Bea* and Conductor *I'ma Broke* meets the east bound Penny Slot Express with Engineer *Bing Go* and Conductor *D'Lear* at Lost Wages. They have to make several station

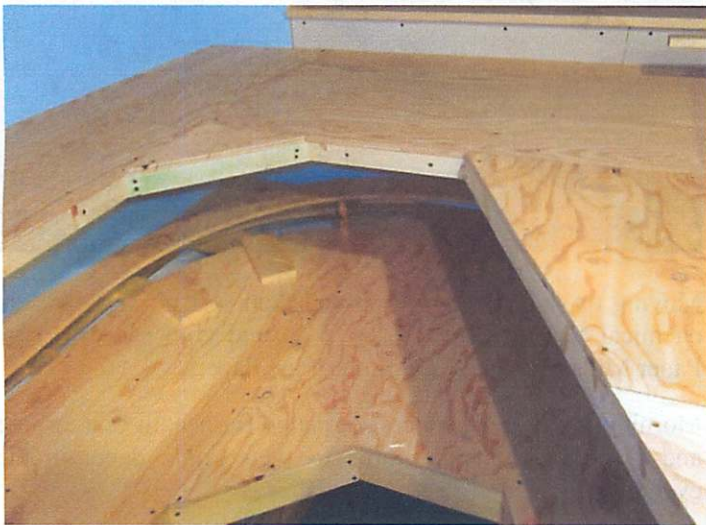
announcements to wake retirees from their slumber so they can disembark for a full day at the casino. There are many happy and sad faces when the retirees re-board for their evening trip home.

A second mixed freight originates from the port town of Over There. After leaving the yard Engineer *Watt Do You Want* and Conductor *Hardly Working* set out and pick up box cars at the D. Livery Distribution Company. Before heading out of town they make a stop at the Macon Trains Intermodal Terminal, a division of IMA Shipper Logistics Company.

On arriving at Not There, they set out/pick up wood chip and spline cars for the *May Bea* and *Som Day's* Wood Chip Logging Company. The say they are not sure when they will be able to supply pulpwood to Anywhere's Pulp Paper Mill.



Also while at Not There, Watt and Hardly will set out/drop off tank cars and covered hoppers (frack sand) for Ed's Gas and Petroleum.



Traveling west to Can't Get There, Engineer Watt and Conductor Hardly stop at Stoney Quarry Company to set

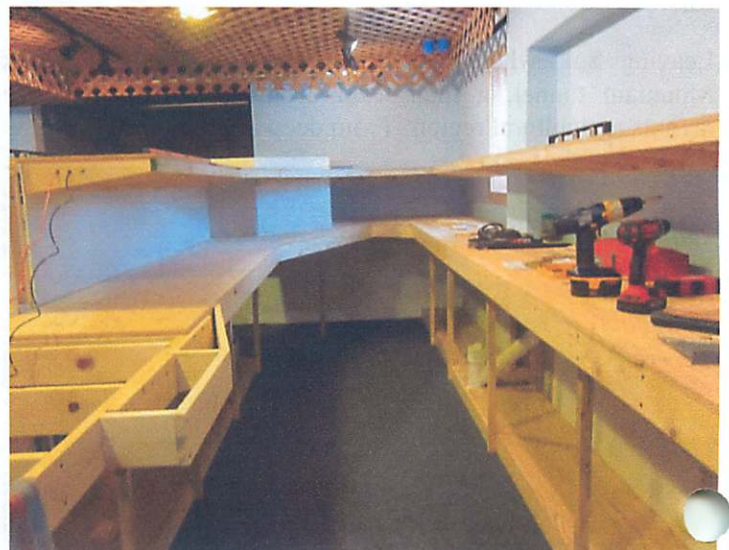
out/pick up hopper cars and flat cars. Foreman *Rock Work* says block business is up, but chips-off-the-old-block are down.

Bordering the track at Can't Get There is the *Will Derr* State Park, a favorite with hikers and vacationers. Two favorite trails are the Upper Lip Ridge and the Lower Lip Canyon. It is not unusual to see *Don't Know* and *Who Knows, the When brothers* train spotting from the bluff above the track.

The trains meet at the Horseshoe Curve yard. After a long coffee break and lunch, Ben and Done exchange trains with Watt and Hardly and set out/pick of cars on their return to their home yard.

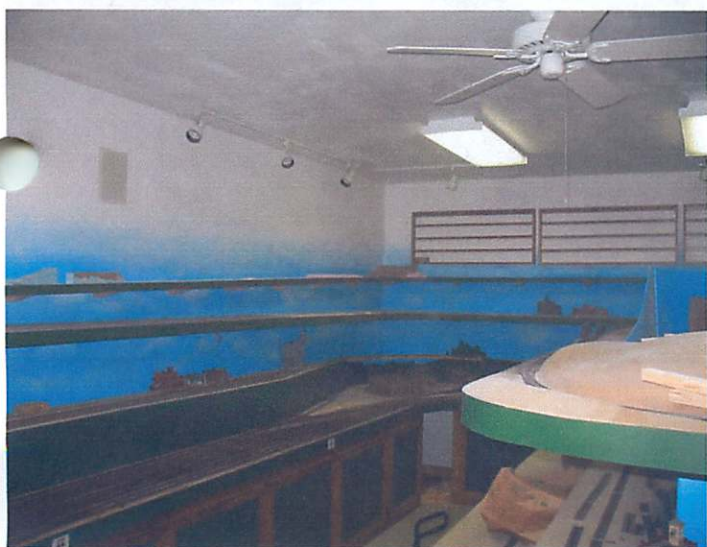


Someday when the spirit moves Vance, Somewhere, Nowhere, Anywhere, Lost Wages, Can't Get There, Not There, and Over There might just disappear and be replaced by real places...but maybe not. Only Vance knows.



Jim Payton's Duluth Superior & Western Line

We last visited Jim's layout in March of '09. Since then there have been a few earthquakes and changes. It's time for another look. The first couple of pictures are of the center of the layout as it looked back then...from the top and then from the side.



And, now...



The Duluth Superior & Western is an HO scale railroad mainly depicting Great Northern's Missabe Division plus some other fallen flag railroads associated with this geographic area. The GN's Missabe Division operated in the northeast of Minnesota referred to as the Iron Range. Its operations covered an area from Superior, Wisconsin on the east to Grand Rapids, Minnesota to the west. It made connections to St Paul to the south and Seattle to the west.



The three levels still exist and allow for continuous running starting at Superior and ending at Kelly Lake with a point-to-point branch connecting St Cloud and Grand Rapids Minnesota.

The layout depicts the time frame between the 1940s and the 1960s with no defined history or landscape, but a general overview of the railroad and no retirement of the Great Northern power. The Great Northern, along with a mix of other fallen flag road names such as the DM&IR, Soo Line, CB&Q and Northern Pacific makes for great running.



Interesting switching should also exist at some of the layouts many industries such as the Superior harbor with its ore dock...



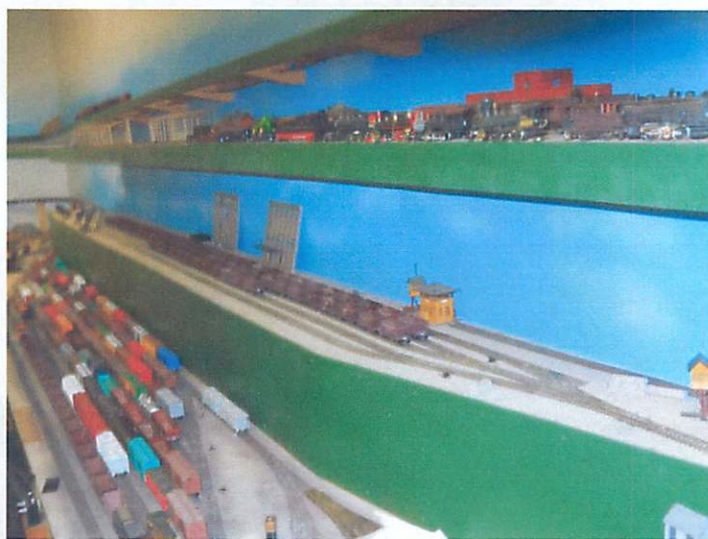
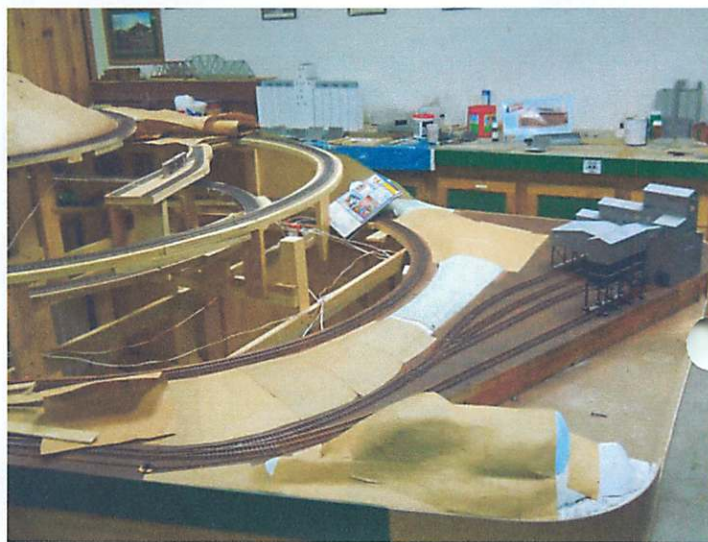
Ore boats...



Grain elevators...



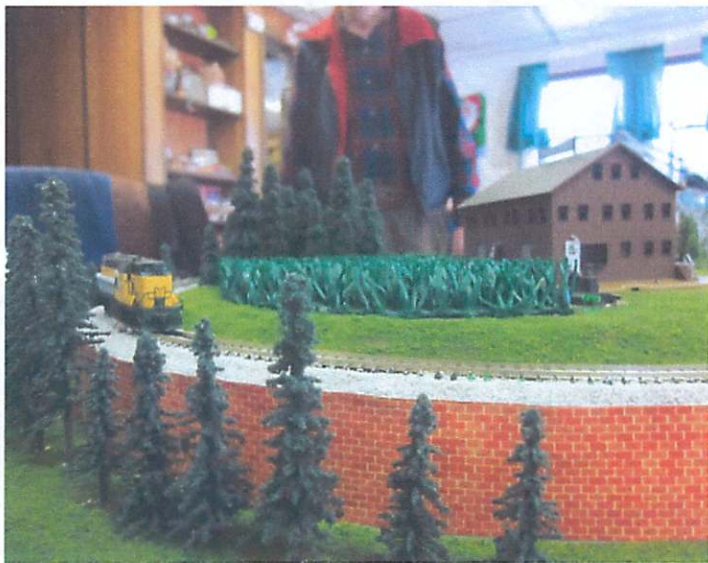
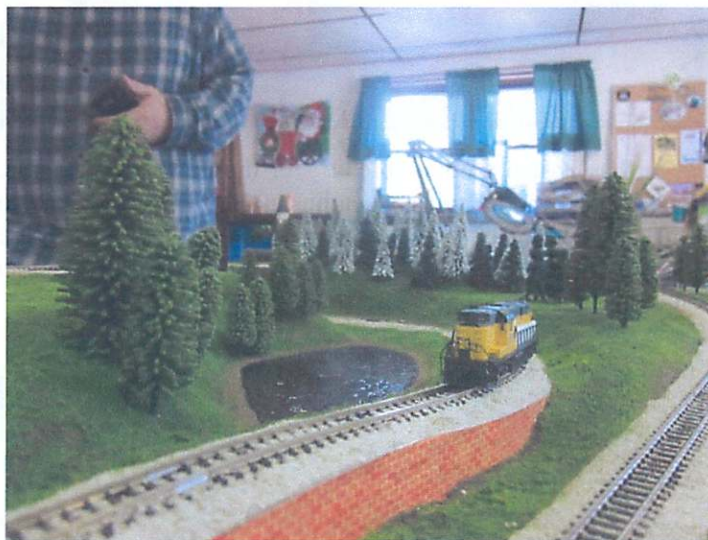
And mine...



A full roster of equipment is waiting for an opportunity to run on this revised and growing pike.

Choo-Choo Bob's New Layout Completed

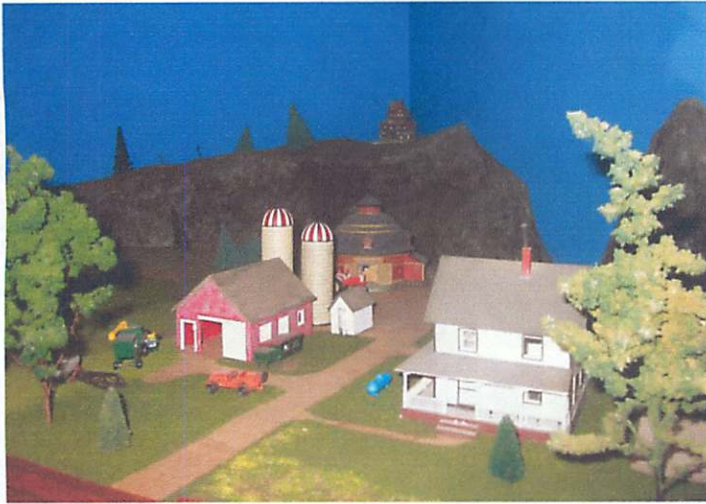
In the last issue of the Crummy we highlighted the work that was being done on Bob's "N" gauge layout. Since that time Tuesday morning crew has completed the planting of man, many trees, added additional buildings, and put the finishing touches on the layout to give it a northern Wisconsin look.



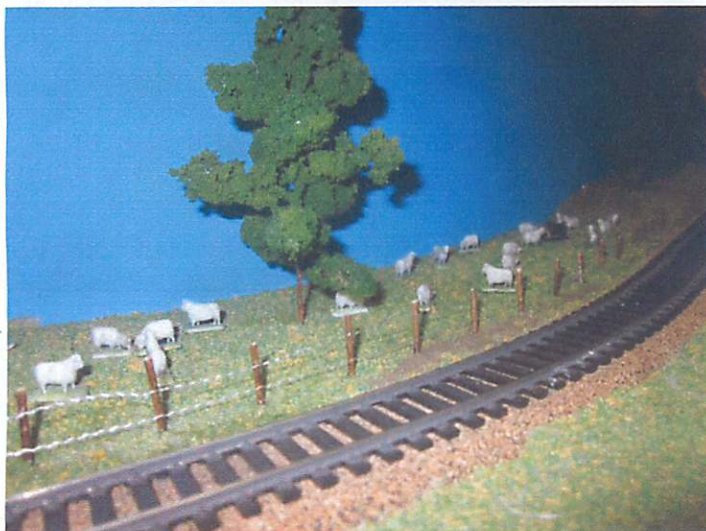
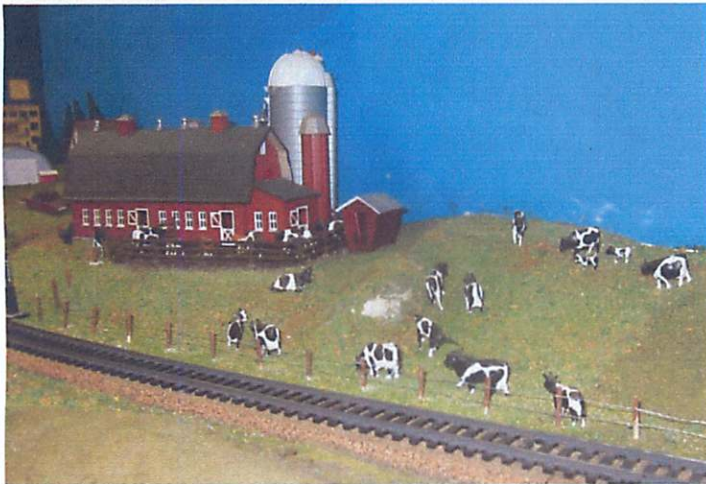
What's next for the Tuesday morning gang? Figuring out how to marry Bob and Chris's "N" gauge empires for better operations? Is Chris really talking about adding a yard between them?

Are We There Yet?/Is It Finished Yet?

Roger has been working diligently on scenicing his layout. What he has done looks great, but the end seems nowhere in sight.



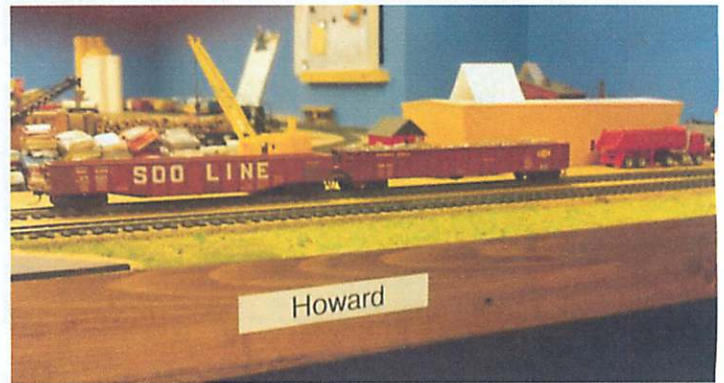
Roger has hosted a noon "picnic" for the group at his home. And, in true model railroad enthusiast's tradition he had to show off his layout. Time passed and they met a few more times, and then came the usual question from a non-model railroader: "Is your layout finished yet?"



"Not yet" said Roger. So he showed off the road he just put in. "There are no shoulders on the road" was the response. So Roger put shoulders on the road. Then came another comment. "There are no centerline stripes on the road." So Roger put centerline stripes on the road. And, another comment. "There are no road signs." So Roger added road signs. Now this twelve inch section was beginning to look pretty detailed.

Then someone asked, "Roger. Will you ever finish your railroad?" Have you noticed, Roger has less hair on his head lately?

Roger has also made it easier for you to know where you are when operating on his layout with the addition of new city name signs along the route.

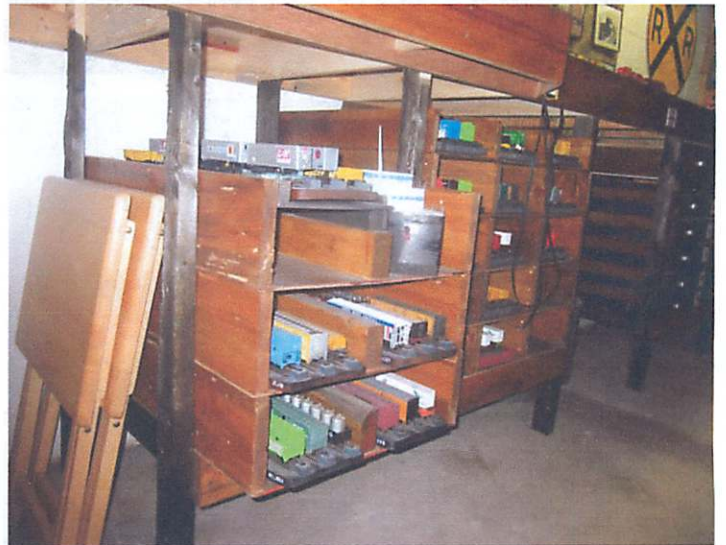


Much Ship Building Company

Eugene has another talent that can be seen on a few club layouts, not just on his own. His first ships were built for his layout and made out of wood.



on the barges. He can change the cars arriving at the harbor by simply changing barges.



Arpad Eiler's Great Freedom Railroad has a large coal yard and needed a large coal freighter so Eugene went to work, this time in plastic. Arpad's ship is unique because it is a cutaway half ship that shows all the compartments, engine room, etc. The ship flanks the huge loading dock and has room for more cars than you can imagine.



To service his harbor Eugene built a series of barges and an under the layout set of shelves that enable him to store cars

Eugene's skills at ship building got another test when Gordy Sauve asked him to build, not one, but two ships for him in O scale. The first one is a freighter and sits between two automated bridges that need to be raised to give access to the Duluth/Superior harbor. Even the bridge is finished inside with wheel, desks, figures, and lots of other unique items.

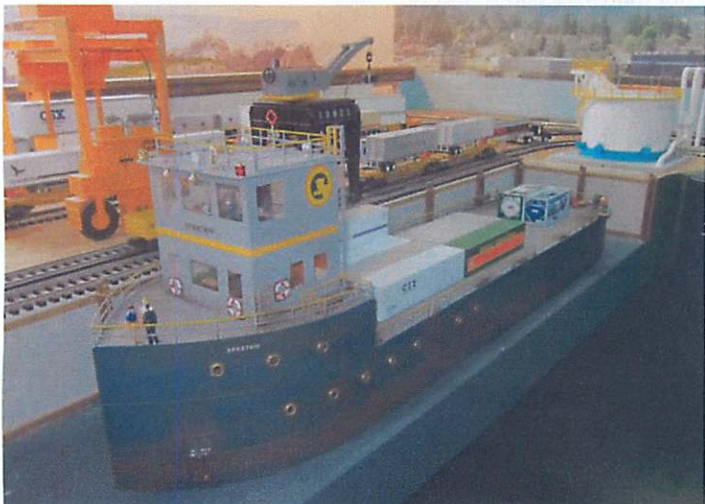


His latest build is another larger container ship for Jim Bastain of the NEW "O" Gaugers in Green Bay. Jim is planning on adding the ship and a new portable module to the club layout.



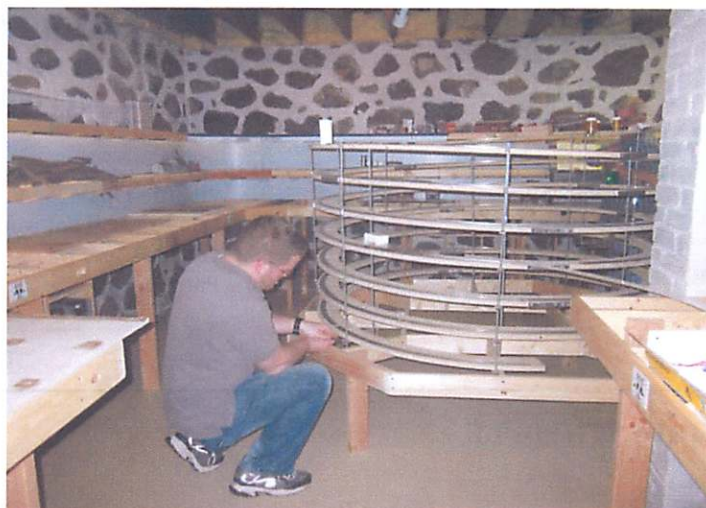
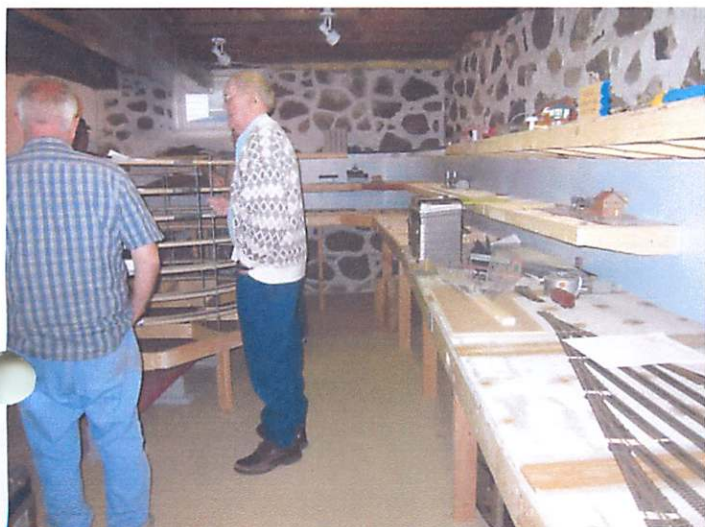
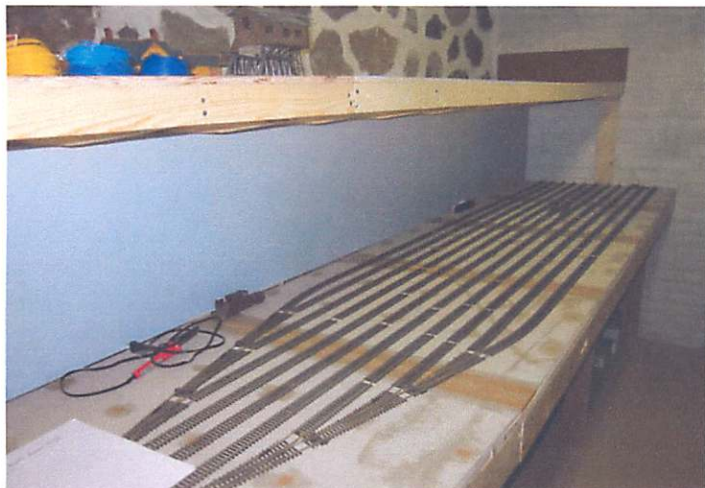
Next Gordy put in an intermodal yard and had a container harbor, so Eugene went to work again. This time building an inter-lake model complete with finished interiors.

Jim's ship prior to painting, and then ready for delivery at Title Town Train Show.



The Reincarnation and Marriage Continues

In the last issue we visited the relocation of Ed Morrow's Silver Spike Line. As you recall, the relocation also involved the marriage of parts of John Poris' Johnstown, Roseville and Western, and his Dogwood and Southern lines, with Ryan's Central Wisconsin CN Railroad of Plover, and parts from his own Silver Spike Line to the full basement of the Morrow house. Ed, and the club have been busy in helping Ed get operational again.



Can you tell Ryan still misses his helix?

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

For as long as there have been commercial districts there have been curb, or sandwich board-style streetside signs. Making curb signs is easy using your computer and a color printer.

The prototypes usually measure about 3 to 4' tall and about 2' wide. In a drawing or painting program, enter the text for your sign using a font appropriate for your era. Brush Script font is also a good choice. Because they are hinged in the middle to display text on both sides, duplicate the text and open a second identical text box. Move the box next to the top of the first box and rotate it 180° so the text reads upside down and butt it against the top edge of the first text box. Print out at the proper size for your scale on heavy paper or cardstock. For extra strength, you can laminate the sign to .010" or .015" thick sheet styrene. Cut out and fold horizontally across the middle so the sign stands up in an upside-down "V" shape.

We've included a couple of typical signs. Each is about 2 x 3 scale feet when folded over, if printed at the following percentages:

HO	Scale	55%
N	Scale	30%
S	Scale	75%
O	Scale	100%
G	Scale	213%

They're jpeg files, so just drag or copy them into your photo editing or drawing/painting application.

WAUPACA AREA MODEL RAILROADERS

SCHEDULE OF EVENTS

June 2014 through August 2014

June 2014

5 – Vance/Ed
12 – Mike - Work
19 – Willard - Ops
26 – Gordy – Work

July 2014

3 – Willard - Ops
10 – Iola/Roger if not working Iola
17 – Dennis/Chris/Ed
24 – Pat - Ops
31 – Vance/Mike

August 2014

7 – Eugene - Ops
9 – **SATURDAY/Randy – Work**
14- Pat (work)/Dennis
21 – Roger – Operate/Pick
28 – Mike - Ops

SHOW SCHEDULE

2014

June 11-15	Thomas The Tank Engine, National Railroad Museum, Green Bay, WI
June 15-18	CNW Historical Society Convention – La Crosse, WI
June 21-22	Strawberry Fest, Waupaca, WI
June 26-29	Milwaukee Road Convention – Rock Island, IL
July 19	La Crosse Railroad Fair – Copeland Park
July 10-13	Iola Old Car Show
July 13-19	NMRA National Convention – Cleveland, OH
August 9-10	Calumet County Fair Steam Engine Train Show
August 17 Sunday	Summer Outing & Business Meeting – Gary O
August 20-24	Brown County Fair Train Show, Green Bay, WI
September 6-7	Michigan/Wisconsin Train Show, Marinette, WI
September 18-21	Soo Line Historical Society Convention – Ladysmith, WI
September 27	NMRA Winnebago Division Fall Meet – Marinette, WI
September 27-28	Northwoods Train Show, Minoqua, WI
October 4-5	Hub City Model Railroad Show, Marshfield, WI
Oct 11-12	Indianhead Train Show, Eau Claire, WI
October 19	Annual Railroad Show and Swap Meet, West Bend, WI
November 1	Winnebago Division Annual Operating Session – Sheboygan, WI
November 2	First Freeze Train Show and & Swap Meet – Green Bay
November 8	Trainfest – Milwaukee
November 29-30	Paper Valley Open House – Appleton

(Potential events) 2015

January 17-18	Arctic Run Train Show, Stevens Point, WI
January	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
January	Point Beach Power Plant Train Show, Two Rivers, WI
February	Northeastern Wisconsin O Gauge Fun Run Train Show, Green Bay, WI
February	Christmas Party
February	Madison Train Show, Madison, WI
March	High Wheeler Train Show – Paletine, IL
March	Paper Valley RR Club Swap Meet, Appleton, WI
March	Metro Model Railroad Club Show, Cedarburg, WI
March	La Crosse Train Show
April	Happy Grandparents Model Train Show, Menomonie, WI
April	Clipper City Model Railroad Club Open House, Manitowoc County Fair, Manitowoc, WI
April	Titletown Green Bay Train Show
May	NMRA Midwest Division Convention – Schamburg, IL
May	WLD Spring Meet

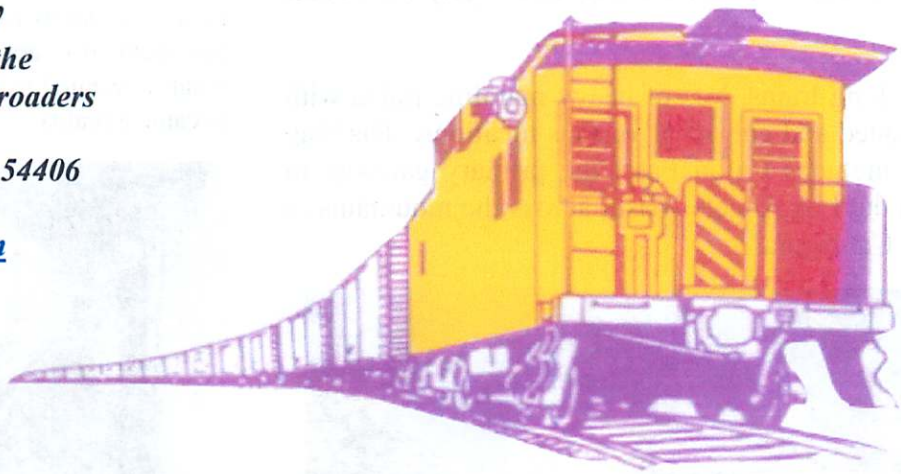
OFFICERS

President: Pete; Vice President: Ryan M; Treasurer: Pat L; Secretary: Mary

COMMITTEES

Portable layout: Pete (Chairman), Jan, Eugene, Mike Eiden, Bob T
Membership and Internal Affairs: Pat, Mary, Gordy, Mike Kirk, Mike Eiden
Special Projects: Randy, John Poris, Mike Kirk, Gary, Dave, Dayna
Fund Raisers: Dennis (Chairman), Pat, Ron, Roger, Eugene
Website: Ryan (Chairman), Pat L, Randy,

The Crummy
Official Newsletter of the
Waupaca Area Model Railroaders
Waupaca, Wisconsin 54406
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wamrcrummy@yahoo.com
(715) 824-3233



Read current and past issues at our website: www.wamrltd.com

Gordy Sauve, Editor

Winter 2014

Annual Christmas Party

This year's Christmas Party will be hosted by Ann and Vance Linden . The date is February 9, 2014. Please mark your calendars. Ask Ann and Vance what you can bring for the potluck. They will be keeping a list of what members will be bringing so we don't end up with all deserts or salads. Following the potluck and business meeting.

Have you considered hosting the Christmas Party? It is in January or February every year with the host naming which Sunday (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 or Pete know.

Silver Anniversary Strawberry Fest Update – Dennis. If Artic Run is two weeks away, that means it is time to get ready for Strawberry Fest. *This is a special event this year. It is our 25th Run, and as happens every once in a while, it is not on Father's Day week-end.* I have already been contacting and fielding questions from vendors and clubs that are interested in displaying their layouts. As usual Gordy has been busy on the advertising. Ron and Ryan have again volunteered to post the community calendar listings for radio, TV and newspapers. Gordy will be coordinating the rest of the advertising and press releases to magazines, trade publications, newspapers, TV, etc. We are always interested in hearing about new vendors, new layouts and new ideas to make the show more successful. We are again planning on the model contest, demonstration derby, kid's activities, and a great food menu. New this year will be the Northeast Wisconsin O-Gauger's Train Race Track. It has always been a hit with the younger train buffs wherever it has been displayed. It's not to early to get the word out. Get flyers from me, help get them distributed, and let me hear any new ideas you have.

Contributors/Index

Christmas Party

Strawberry Fest

Dues Notice

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The Animals are The Details...

Acquisition and Reincarnation of the Silver Spike

Grandma's (and Grandpa's) House Gets Landscaped

Amherst Urban Renewal Project

2013 Dues Notice. Club dues of \$25.00 annually are due as of January 1, 2014. Roger is now accepting dues at meetings or by mail. Please make your check out to Waupaca Area Model Railroaders.

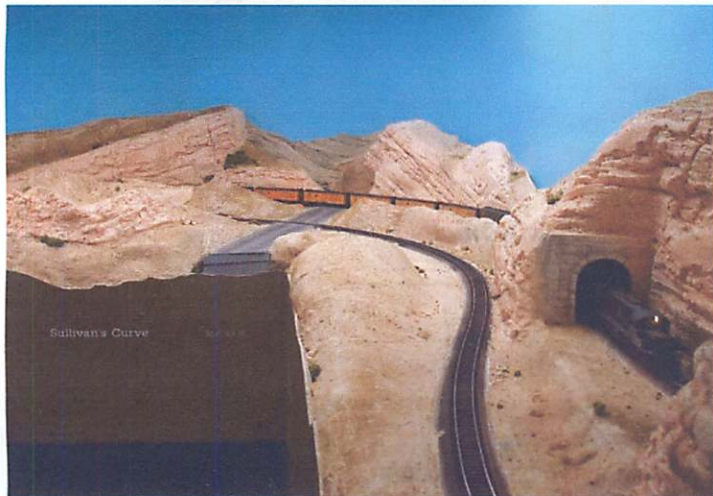
Name: _____ Phone: _____ E-mail address: _____

Change in address/phone/e-mail: _____

Send to Roger Hildebrandt, 7693 Evergreen Dr East, Waupaca, WI 54981

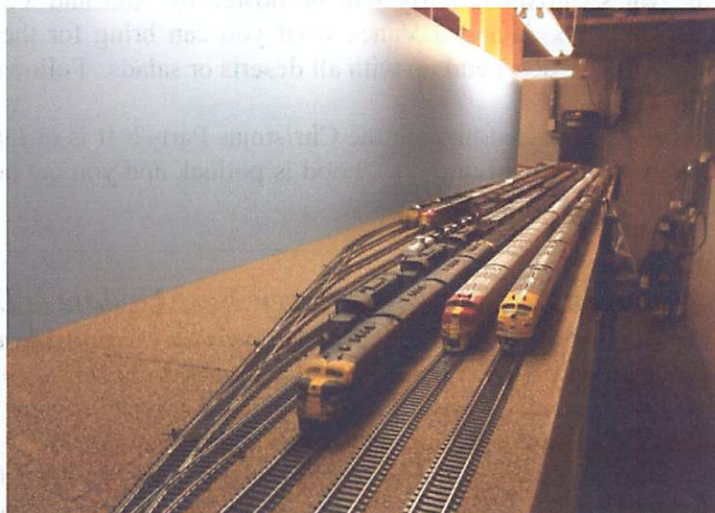
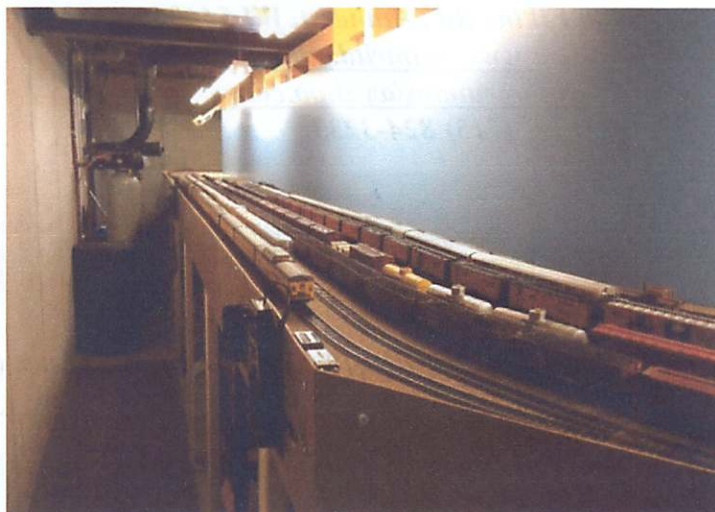
When Big Enough Isn't Big Enough, You Add On

Pat loves long trains, lots of heavy mainline trains with helpers added and cut off at various locations. His "big scenery" includes Cajon Pass, the primary gateway to and from the Los Angeles basin across the mountains in Southern California.



From his latest pictures the weather in Southern California seems to be great. The last time I was there the orange grove had not even been planted, but now the trees are full of fruit waiting to be harvested.

Back in 2008 when we featured Pat's layout in *The Crummy* he already knew his layout, which occupies almost all of the basement, was not big enough. Back then he already knew what he wanted to do, and just a few weeks ago his new yard became a reality.



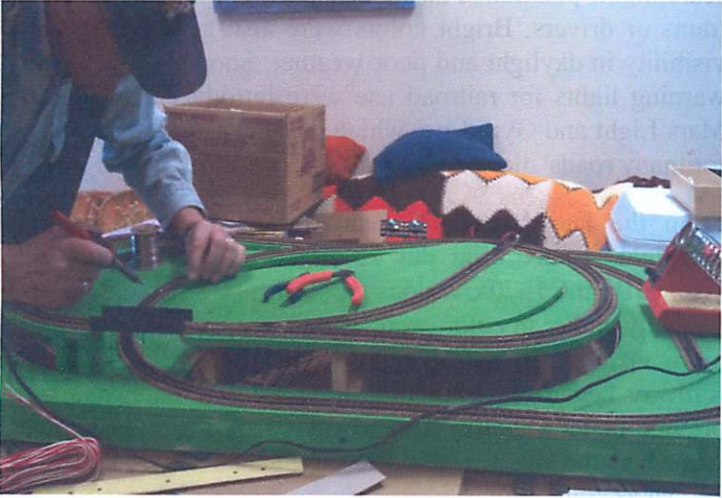
This spring the club will get a chance to operate on Pat's layout, and it looks like the trains are ready to leave the station. ***So mark your calendar for Saturday, February 22...9AM for a time operating and enjoying a superb layout.***

Choo-Choo Bob's New Layout

Layout's by Chris found another customer at the Vet's home in King. After seeing member Chris Stanton's layout Choo-Choo Bob couldn't resist owning one himself. Bob selected a different track plan and started working on it.



Not long into the process he decided he needed help and asked the Monday morning crew for help. While waiting for the scenery details and buildings to appear the crew got started.



As in the case of Chris' layout there was only one electrical connection. Phil, assisted by Pat swung into action.



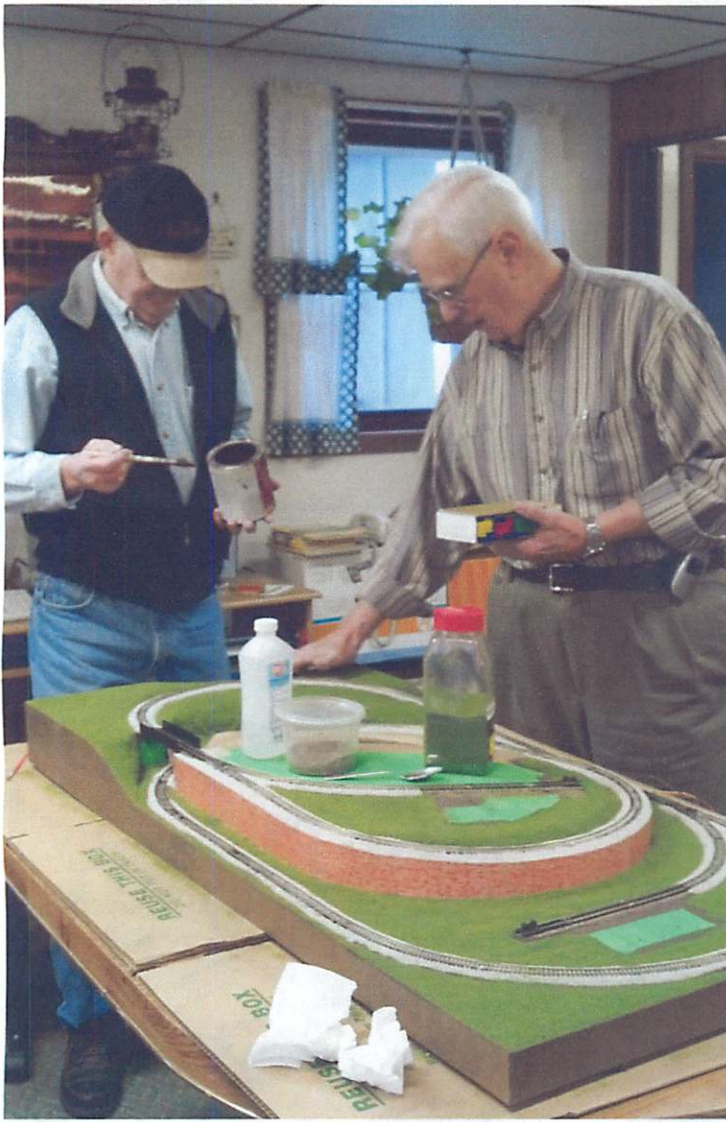
Mike began refurbishing the warehouse building.



Chris continued to be the detail man painting cows, pigs, sheep, and chicken.



Roger, Gordy, and Pat worked on the scenery base using Styrofoam, paper bags and glue. Everyone got busy "planting" grass, installing retaining walls, building a pond, and applying ballast



Look for completion of the layout in the next issue.

King Model Railroad Club

Thanks to the efforts of club member and King Vet's Home Resident Chris Stanton, and the interest in model railroading by Choo-Choo Bob and other King residents a new model railroad club has been organized. After a lot of effort the administration has found a place for the club to meet and operate both Chris's and Bob's layout.

A great BIG THANK YOU, and vote of appreciation is owed to Roger Hildebrandt, our club president, for being the primary support for seeing Chris' effort pay off and for making sure Chris gets to WAMR events. The King club has had two meetings which included clinics given by Roger and Gordy, and then watching train videos. Long time club member and King volunteer Dave Johnson was also on hand to support the new club. The next club meeting will be held in January. WAMR members are always welcome...and conducting a clinic would be appreciated.

Modeling Tips (and great historical facts) – (reproduced from Walthers E-Update Newsletter. Courtesy of Wm K Walthers submitted by Jim Payton.)

Shed a Little Light. What do you do when business reaches the point that trains have to run after dark? That was the question that plagued the South Carolina Railroad back in 1832. Two small flatcars solved the problem. The first was covered with sand and a small fire was built on the deck. Behind it came the second car with a large sheet of tin as a reflector. From those humble beginnings, railroads have been experimenting with better headlights ever since.

Traditionally, steam locos only carried a forward-facing lamp as a cost-cutting move. Only switch engines and branchline power that made a lot of reverse movements needed a rear lamp, a practice the continued until late in the steam era.

The arrival of high-speed trains and diesels in the 1930s, along with increased highway traffic created a new set of problems. Moving much faster and quieter than steam-powered trains, the new equipment could easily be at crossings before motorists were even aware a train was coming. To make these trains more visible at night, the standard headlight was supplemented with a high-intensity searchlight, positioned so its beam wouldn't blind oncoming trains or drivers. Bright colors were also adopted for better visibility in daylight and poor weather. Shortly after, flashing warning lights for railroad use were introduced, notably the Mars Light and Gyra-Lite, which became standard equipment for many roads' diesels.

From the late 1940s on, many railroads began requiring headlights to be used day or night to make trains more visible. By the 1970s, various types of roof-mounted beacons, typically amber in color, were added to make oncoming trains more visible. About this same time, the British Columbia Railway began experimenting with pilot-mounted lamps to provide better visibility around curves in mountain territory. Aimed at the ditches alongside the track, they came to be known as "ditch lights."

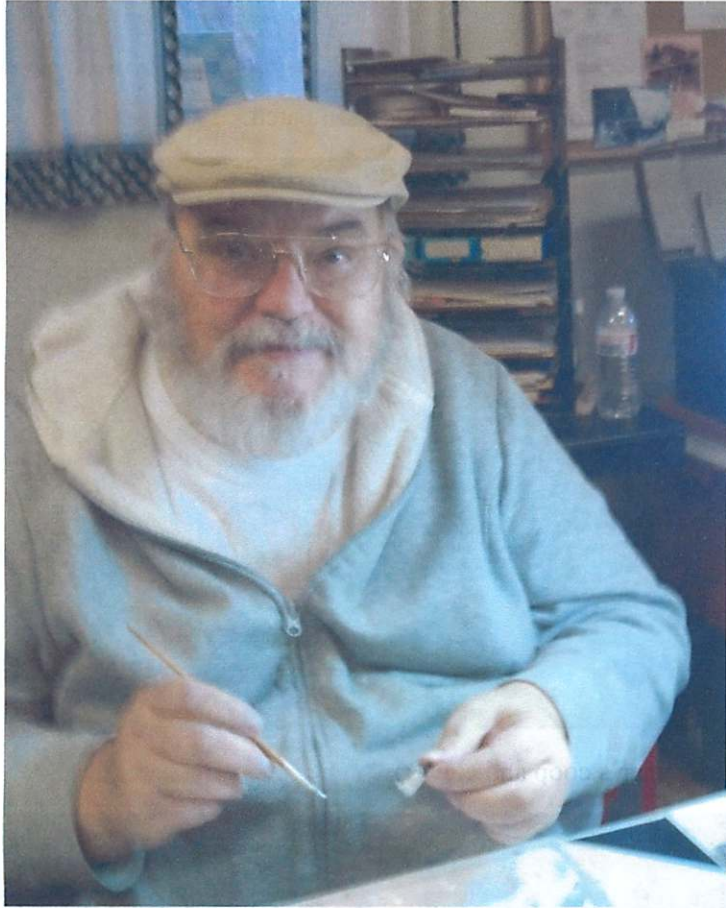
Today's powerful headlight and ditch light combinations merge the best of all these ideas, providing clear visibility and increasing safety.

On Walthers' models, DCC decoders and many add-on electronics packages can be combined with miniature bulbs and tiny light-emitting diodes (LEDs) to simulate almost any kind of engine lighting, from the original bonfire of 1832 to the present day! Check out the many choices [online at walthers.com](http://www.walthers.com) and in the Lighting and Command Control Sections of your Reference Book to see what's available.

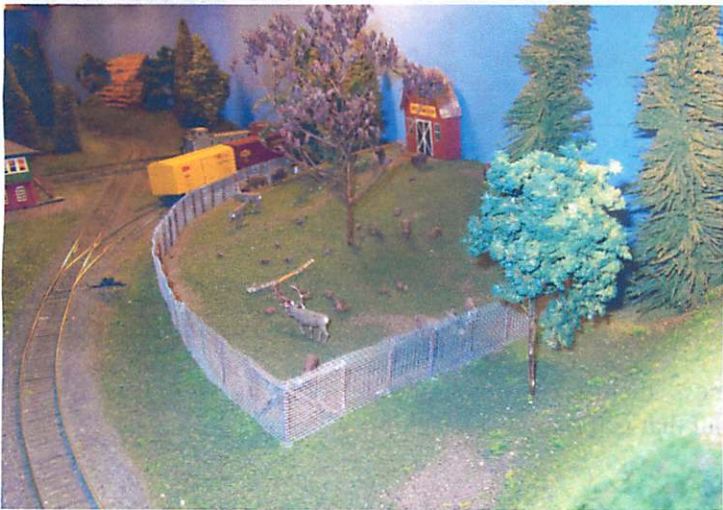
**CAUTIOUS RIDER
TO HER RECKLESS DEAR
LET'S HAVE LESS BULL
AND A LITTLE MORE STEER
BurmaShave**

The Animals Are The Details...At Least a Good Part of the Details

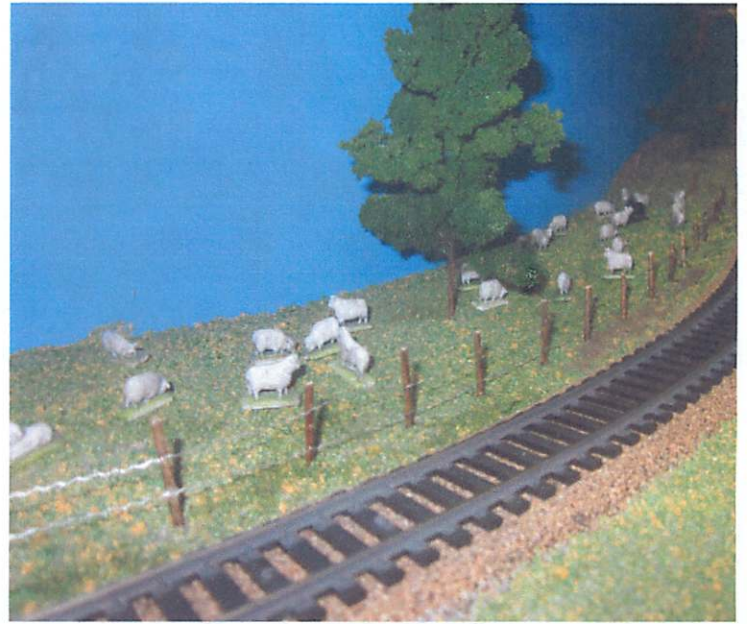
When you model a road that travels through the country side you become aware that the scenery details are not just trees, buildings and people, but fences and a variety of animals. Visiting Roger's Evergreen Hills and Allen Creek Railroad gives new meaning to country details thanks to Chris Stanton's knowledge of farm animals and his painting skills. Chris has been busy painting cows, pigs, sheep, chickens, ducks, buffalo, deer and any other animal Roger needs to provide detail.

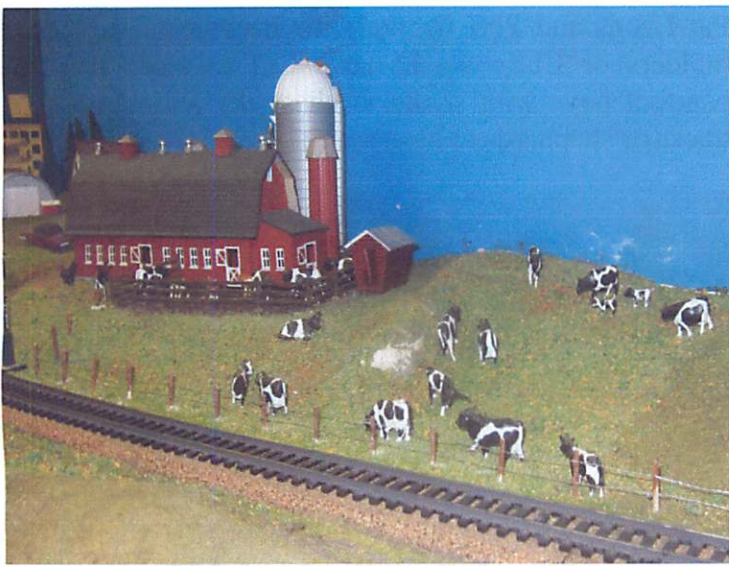


Chris has yet to figure out how to paint ID tags on the animals, but he is working on it.

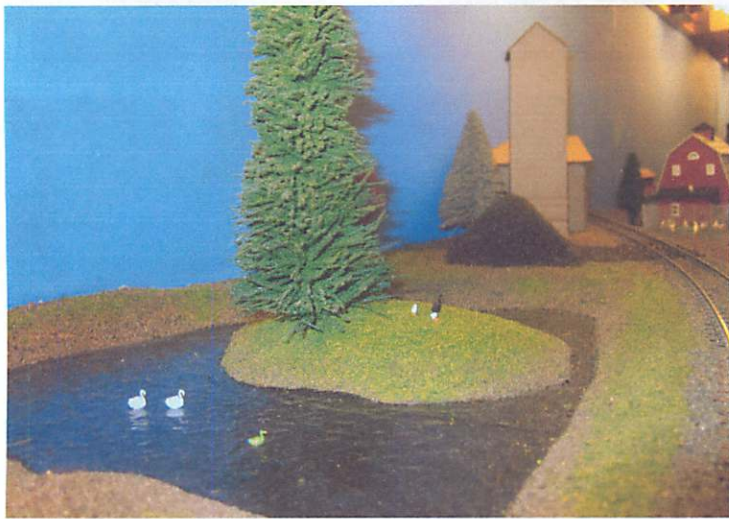


Pat Lyons and Phil Gjevre have become master fence builders or Chris would have had to learn to paint barefoot boys with sticks to chase the animals off the tracks or shepherds to herd the flocks. .

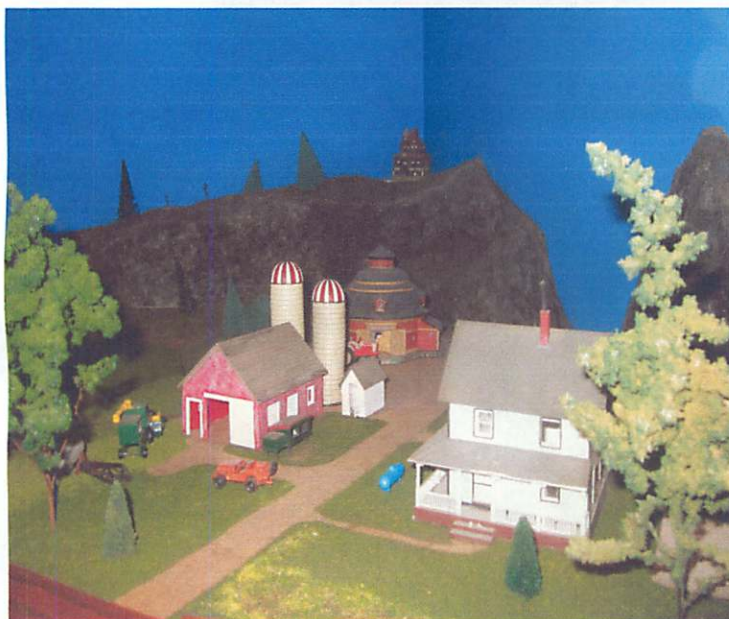




Roger has gotten good at building duck ponds, swamps and rivers. A duck just has to swim...at least some of the time.



What would a countryside scene be without a round barn?



Or the farmer's wife hanging out the laundry



a trackside cornfield, and pumpkin patch,



or farmer's coop and elevator?



Yes, there are towns and industry along the tracks as well, but that is for another article.

Acquisition and Reincarnation of the Silver Spike Railroad.

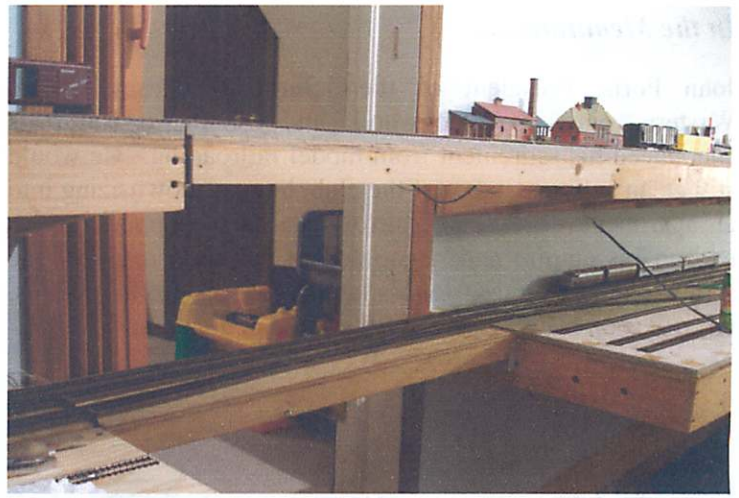
Once upon a time there was an ambitious tycoon who loved model railroading. Back before this recorded history, the Silver Spike's President Ed Murrow negotiated a deal with the Chairman of the Board of the Murrow Housing Authority to construct a model railroad in a second floor 8' x 24' room above the porch. Having been granted a permit and met all the ordinances, work on the Silver Spike began.



With help from the Waupaca Area Model Railroaders, the railroad came life. Inclusion of Digitrax as the control system was an easy decision. The list of industries include a paper mill, power plant, iron mine, fuel terminal, cement plant, lumber company, cannery, grain elevator, feed mill, farms, winery and a brewery. Any one for an *Eddy Lager* or a *Chateau de Murrow*?



To fit it all in, Ed had to resort to having a double decked layout. He worked diligently to build two specially designed sections of bench work that would bridge the door that gives access to the railroad room. One section drops down and the other rises up.



However, there was still a question of how do you get everything into the allotted space?



There was a spare bedroom just a few feet away, but you would have to go through a closet to get there. A plan that the Murrow Housing Authority Chairman promptly vetoed.



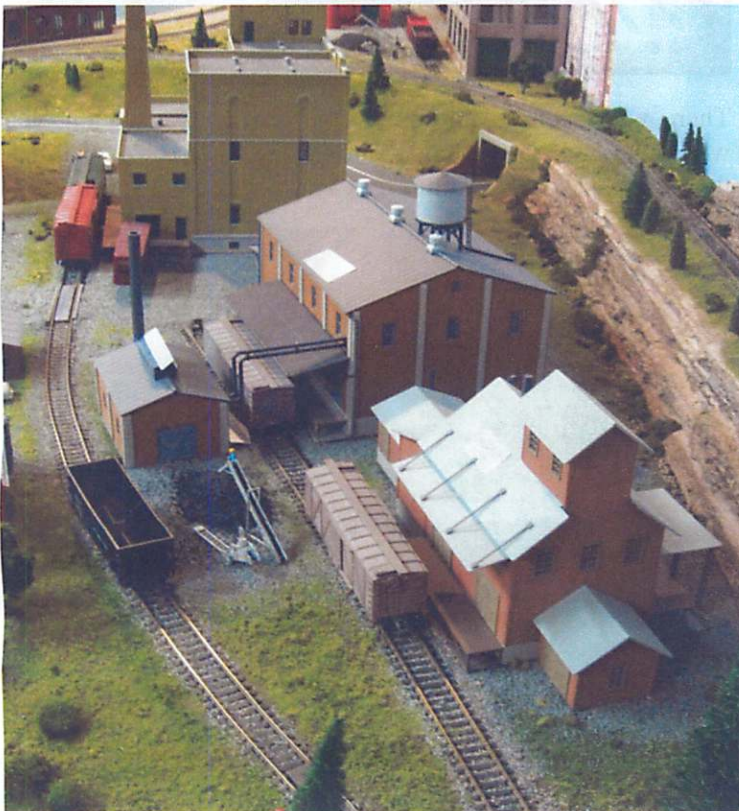
Then in a surprise move the housing authority decided the basement should be the next urban renewal project, and that the railroad and its headquarters should be moved to this larger area. After months of work on the urban renewal project, the space was ready.

In the Meantime.....

John Poris, President of the Johnstown, Roseville and Western; and the Dogwood and Southern Railroads announced his retirement from model railroading. He would still be an active member of the club, but was downsizing into an apartment. President Murrow ceased the opportunity to expand his empire and negotiated to purchase many of the assets of the two lines. John's layout now resides in pictures, but will soon become part of Ed's expanded layout.



City of Roseville Depot



Cannery & Supply Buildings at Roseville Industrial Park



Logging on the side of Bald Mountain

But..., President Murrow was not done yet. In 2013, club member and President of the Central Wisconsin CN Railroad of Plover announced a family decision that involved relocating and dismantling of his empire. With club assistance Ryan had worked diligently to build the bench work of his double decked 41' x 13.5' layout...complete with a custom built Hildbrandt Helix.



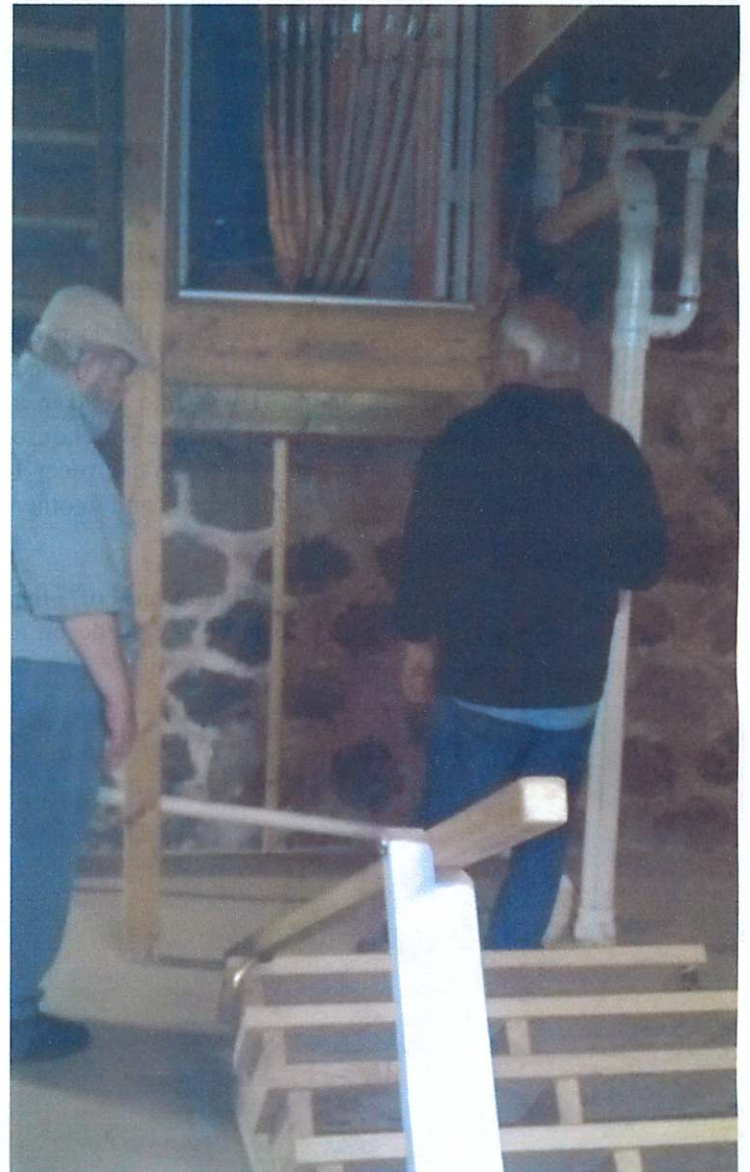


At the time of his announcement, President Ryan made it known that this would give him the opportunity to start over, but in "N gauge". Something he wished he had done when began building his layout. Not missing a beat, President Murrow negotiated to purchase the helix and bench work for his expanding Silver Spike Railroad.

Construction begins....

Having acquired the assets of all three lines, moving them to his house, and completing the urban renewal project in the basement, construction of the Silver Spike began. (The original Silver Spike still operates on the second floor so that Ed and the grandkids can still enjoy model railroading until the expanded pike is ready for operation.

On November 7, 2013 long awaited construction began. The moving crew unloaded the trailer, rolling in the helix and piling sections against the walls. The only problem was that the helix was just a little tooooooooo big. The basement stairs had to be removed and the helix collapsed to get it into the basement.



This is just the beginning. There will be much more to come and the progress should be swift. Ed retired a couple of weeks ago and he is busy...with the help of club members...merging his acquisitions into one gigantic HO layout. Hey Ed! When is the first operating session?

Grandma's (and Grandpa's) House Gets Landscaped – Gordy

It finally happened! For a number of years the old farm house has sat on the second level of my layout waiting for its turn at getting landscaped



When Phil and I traveled to the TCA York Meet this last fall we made a stop at Scenic Express, in a Pittsburg suburb and picked up the details...and a lot more. I was like a kid in a candy store, walking up and down the aisles of the warehouse picking anything at stuck my fancy. At the York meet I found a one stall garage that matched the house, and another bunch of "stuff" to help detail the layout.

Because of the location and configuration of the grandparent's property it was easier to build the scene on a platform and then move it to the layout.



I chose to build the animations into the scene using ceiling tile that I could sculpt into the landscape thereby hiding the operating mechanism. Next I laid out the sidewalks and driveway and "paved" them into the scene, and finished up by "planting" the grass.

After placing the structures on the layout and testing the animations....the lumberjacks sawing, grandma rocking in her chair, the mother in the second floor bedroom walking the baby, and grandpa reading the paper in the outhouse, it was time for details.



Once detailed all that remained was to lift it in place and hook up the animations...grandma is going to get wired!

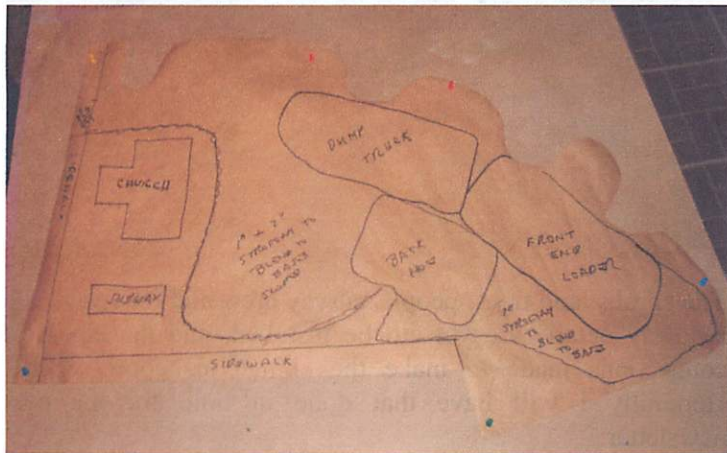


Amhert Urban Renewal Project

K-Line made a lot of interesting animations, most of which I have. Three that have resided on my layout in a static display mode have been the dump truck, backhoe and scraper. Last month it became time to make them work.

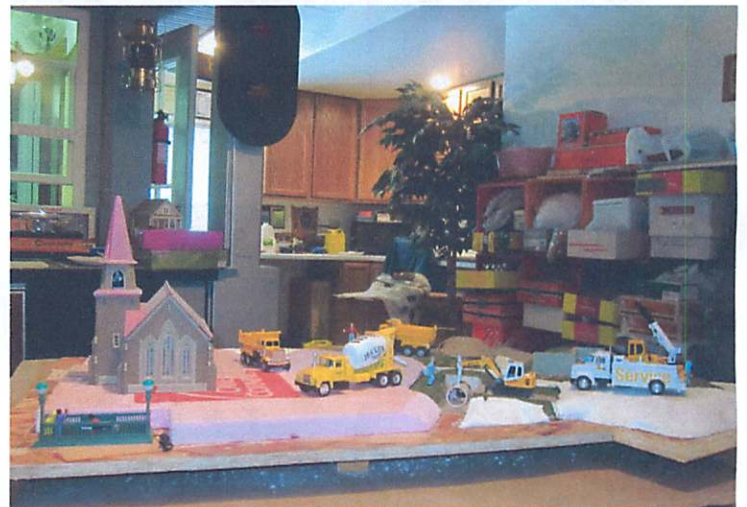
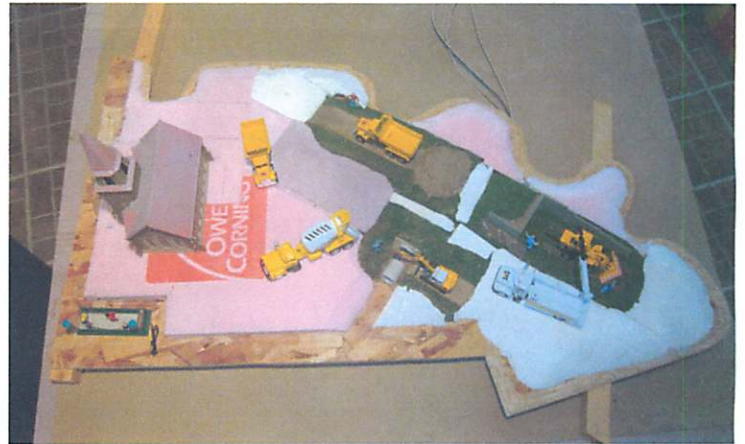


Again, due to location it was easier to build on a platform and lift it into place. I started with a pattern, transferred it to a sheet of particle board, cut it out and shaped it before starting to construct the scene on the platform.



Once I had positioned the units I drilled holes in the platform and the table base so I could thread the wires down under the table once the unit was completed. I also tested the units and connected leads to the units so I could connect them to the control panels once the platform was installed.

I used a lot of scrap Styrofoam of various widths to blend the individual units into a scene. A file and my hot knife made sculpting the Styrofoam simple, but time consuming.

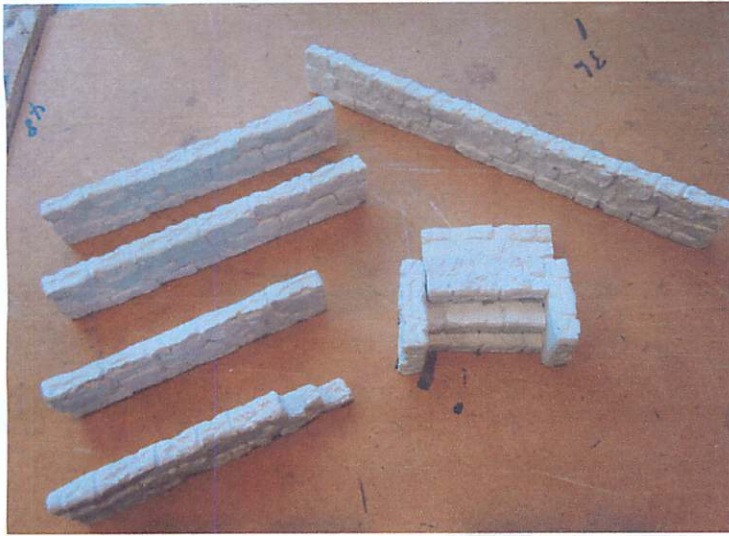


Once I was satisfied with the general landscape it was time to cover the entire scene with paper bags and Elmer's glue.



It is important in building an animated platformed scene that you check your electrical connections often to make sure that there is not an unintentional disconnect. Prior to "bagging" the scene, make sure you also make provisions for buried wires for street lights, building lights (and in my case subway stairwell lights).

A subassembly of retaining walls was made from plaster molds I had previously cast. They were cut to size, including stairs, and then painted.



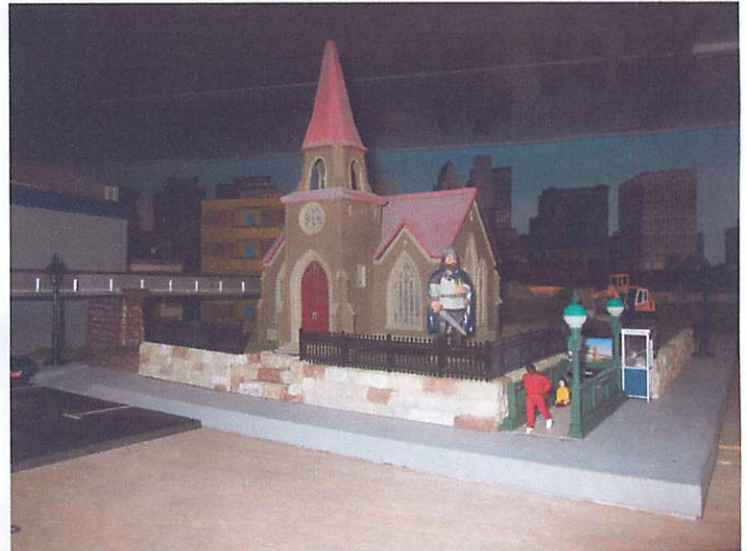
Once the retaining walls were painted they were installed around the church prior to "planting grass".



The next step was to "plant grass" and then install the HO gauge fence. Don't be afraid to mix scale. The same fence in O gauge would have hidden the church, the St Olaf statue, and the coming shrubs. The sidewalk was covered by Evergreen plastic material and the curb made with 1/2" balsa wood. The St Olaf statue is a refrigerator magnet bought at a Ludefisk dinner last year. Details are where you find them, not just in a hobby shop.



Once the street lights, subway lights, and church lights were connected and tested the unit was put in place.



The shrubs, and trees, people, survey crew and roadways and roadway detail are yet to be installed, and the electrical connections made to make the animations come to life. Hopefully I will have that done in time for the next newsletter.

Ponderisms –

- I used to eat a lot of natural foods until I learned that most people die of natural causes.
- Life is sexually transmitted.
- Health is merely the slowest possible rate at which one can die.
- The only difference between a rut and a grave is the depth.
- Does pushing the elevator button more than once make it arrive faster?
- Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.

WAUPACA AREA MODEL RAILROADERS

SCHEDULE OF EVENTS

December 2013 through February 2014

December 2013

5 - Mike & Mary
12 - Eugene - Ops
19 - Ed
26 - Ed/Gordy

January 2014

2 - Roger - Ops
9 - Mike & Mary - Ops
16 - Gordy - Work
23 - Ed/Ryan
25 - Saturday (Randy 9AM Work)
30 - Pat L - Ops

February 2014

6 - Eugene - Ops
13 - Phil/Dennis
20 - Vance/ Mike & Mary
22 - *Saturday (Pat S 9AM play)*
27 - Roger - Ops & Pick

SHOW SCHEDULE

2014

January 18-19	Artic Run Train Show, Stevens Point, WI
January 25	Great Tri State Rail Sale, LaCrosse Center, LaCrosse, WI
January 26	Point Beach Power Plant Train Show, Two Rivers, WI
February 7-16	Northeastern Wisconsin O Gaugers Fun Run Train Show, Green Bay, WI
February 9	Christmas Party - Lindens
February 15-16	Madison Train Show, Madison, WI
March 1-2	High Wheeler Train Show - Paletine, IL
March 8	Paper Valley RR Club Swap Meet, Appleton, WI
March 9	Metro Model Railroad Club Show, Cedarburg, WI
March 15-16	La Crosse Train Show
April 5-6	Happy Grandparents Model Train Show, Menomonie, WI
April 26-27	Titletown Green Bay Train Show
May 15-18	NMRA Midwest Division Convention - Schamburg, IL
May 10	WLD Spring Meet - Waupaca
June 11-15	Thomas The Tank Engine, National Railroad Museum, Green Bay, WI
June 15-18	CNW Historical Society Convention - La Crosse, WI
June 21-22	Strawberry Fest, Waupaca, WI
June 26-29	Milwaukee Road Convention - Rock Island, IL
July 19	La Crosse Railroad Fair - Copeland Park
July 10-13	Iola Old Car Show
July 13-19	NMRA National Convention - Cleveland, OH
August 20-24	Brown County Fair Train Show, Green Bay, WI
September 6-7	Michigan/Wisconsin Train Show, Marinette, WI
September 27-28	Northwoods Train Show, Minoqua, WI
Oct 11-12	Indianhead Train Show, Eau Claire, WI
November 8	Trainfest - Milwaukee
November 29-30	Paper Valley Open House - Appleton

(Potential events) 2014

July	Circus Model Train Show, Baraboo, WI
August	Summer Outing & Business Meeting -
August	Calumet County Fair Steam Engine Train Show
August	Clipper City Model Railroad Club Open House, Manitowoc County Fair, Manitowoc, WI
August	West Bend Railfest 2013, West Bend, WI
September	Soo Line Historical Society Convention - Ladysmith, WI
October	Hub City Model Railroad Show, Marshfield, WI
October	NMRA Winnebago Division Fall Meet -
Oct	11 th Annual Railroad Show and Swap Meet, West Bend, WI
November	Winnebago Division Annual Operating Session
November	First Freeze Train Show and & Swap Meet - Green Bay

OFFICERS

President: Roger; Vice President: Pete; Treasurer: Arpad Secretary: Mary

COMMITTEES

Portable layout: Pete (Chairman), Jan, Eugene, Mike Eiden, 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, Ron, Roger, Eugene
Website: Ryan (Chairman), Pat L, Randy,