



SUPER'S REPORT

by: Dick Moessner

January 01, 2012

Welcome aboard the Div3 Express for 2012.

We won't be following a fixed timetable this year. Instead each meeting or activity will be run as an extra.

February Meeting

The first run will be a get-together on the Feb 25, the day of the MVRRC swap. This will also be our outreach event for the first half of the year. Chuck White & Mark Wilson will be the conductors for this event. They'll be posting information on it.

Layout Tour For Spring

Next down the tracks we want to have a layout tour. Details are open to change, but the general idea would be as we did it last year, with visits to several layouts on a weekday evening, or perhaps on a Sunday afternoon. This would be targeted for May or June.

We will need a volunteer to be the conductor for this one. It would mean setting a schedule and getting maps or directions to post. This should be a low stress task. Anybody willing to raise their hand?

Of course, we will also need a few layouts to view. How about it, guys? If you have a

layout and didn't open it last year, why not in 2012? An upcoming tour is great motivation to get projects finished. Let us see what you have been doing. Email me or Chuck if you are willing to open your layout.

NMRA National Convention

The NMRA National Convention will be in Grand Rapids MI this summer. This means it's going to be only an easy drive away. So here is a great chance to experience the fun of a National. If you've never gone to one, it's time you did. A National gives you a chance to experience all the best parts of the model railroad hobby. Models and model building, layouts and layout construction, operating sessions, prototype tours, plus the National Train Show: all will be there in Grand Rapids. So check out the NMRA national web site or watch the NMRA magazine for sign up details. Then plan to be there at Grand Rapids.

A side note is that because the National Convention will be in our region, there will not be an NCR regional convention this year. So if you were planning to keep a few \$ back for a 2012 regional event, spend it to go to Grand Rapids instead.

BTW, if you or your spouse are into gardens and gardening, be sure to include a visit the Frederik Meijer Gardens in Grand Rapids. My wife went to them the last time the regional convention was in Grand Rapids. She really enjoyed it and is looking forward to the chance to go back.

And now for the important stuff:

WC Update December 2011

A great and terrible storm struck the

Minnehaha County region in early December. Heavy rains breached a large dam upstream of the town of Hidden River Falls. As a result the town was largely destroyed. Also a goodly portion of the WC main line was washed away. Places have been stripped down to bare bedrock (plywood).

From the HRF Free Press:

Wisconsin Central Ry Vice President J. Pierpont Finch arrived in HRF this week in his private RR car. Mr. Finch assured local businessmen that the WC will be rebuilding its line as soon as conditions permit. Mr. Finch promises, "The WC will continue to offer first class service to all its customers." When pressed for details, Mr. Finch regretted that a previous appointment required that he leave immediately. His waiting private special left town moments after his boarding the train.

News Bulletin: WC Reneges on Finch Promise!

WC Division Superintendent Augie Schmidt announced to a crowded meeting at the HRF Opera House last night that the WC would not be rebuilding the line east of HRF that was destroyed in the recent flood. Amid boos Schmidt told the crowd that a new main splitting off of the old main west of Liberty and bypassing HRF is already under construction. Schmidt promised the angry people that the old line from Liberty to HRF will be given "1st class repairs" and operated by the WC as a branch line ending at HRF.

Mr. Schmidt left the meeting suddenly when the smell of hot tar reached him. Mr. Schmidt, once a roundhouse foreman in HRF, seemed to know how his former neighbors would react to his announcement.



Superintendent: Dick Moessner
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Newsletter Editor: Rich Mohr



The new WC main will leave the old right of way near the hamlet of Wien. Wien Jct will become the start of the HRF branch. Sports in neighboring towns are already calling the junction "Wienerville."

Since the area in HRF destroyed included the WC yard and engine house, a new facility will have to be built. Because the town now will be at the end of a branch, a much smaller design than the previous one is expected.

One good result of the storm's aftermath is that the building of a new paper mill at HRF has been announced by Falls Paper Co. (For true quality ask for Falls paper!) HRF Mayor Marcus D Lafayette welcomed the news. He said his office is trying to interest several other investors in building in the HRF area. A farm implement company is said to be closest to an agreement.

On the serious side, the story above means the left side of my layout is getting redone. When done, the line will be operated point to point, with one of the end points in staging. The other end point will become an end-of-the-line town. The old roundhouse, turntable and small yard have gone away to permit more switching destinations. There will be a couple of sneak connections to allow loop to loop operation for railfanning or visitors. A big chunk of the demolition is done. New supplies have been arriving.

WC Update Christmas Week 2011

Cleanup crews have been busy clearing away rubble and debris from the HRF flood area. They have discovered that a new layer of pink foam rock has been deposited over the bedrock plywood strata. The new layer is believed to be adequate to build upon. Survey crews are already out shooting property and fence lines and track locations.

A new storm has blown through Minnehaha County. Little damage has been reported; however it has turned the newly exposed pink foam rock strata to an ordinary sand tan color. Local MD and man of science Doc Martin says this was a storm of the sort known as a "sherwin-williams."

Three weeks of spare time has gotten the old layout section demolished and a new base layer of foam installed and given a first coat of paint. Now comes the fun of fitting a quart or two of ideas into a pint of space!

WC Update January 2012

The B&B gang is now out in force. Portions of the WC right of way east of Philmore have been graded. Track laying is expected to begin any day now.

From the HRF Free Press:

WC division superintendent Augie Schmidt told your reporter that the recent flood has altered the channel of the Little Pine River where the WC tracks cross it, creating a new problem. Crews have been unable to find a route across with a bottom solid enough for trestle piles. It appears that a bridge about 100'

long will be needed to get over the soft area around the river. A wooden truss bridge will be installed as an iron bridge could not be obtained quickly enough to meet the need.

One section of my old benchwork has been notched out and rebuilt downward, allowing for a decent depth for the new river channel area.

Fortunately, there is an assembled antique (30+ years old) Campbell Howe Truss Bridge sitting on my shelf, dusty but ready. It's amazing that the river channel requires a bridge just its size.

Until next time,
Dick



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supporting the hobby.*

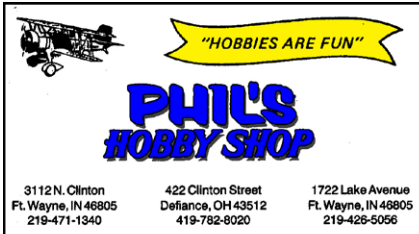


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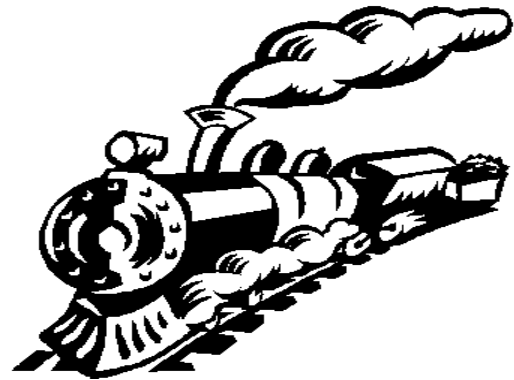
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**Saturday,
February 25, 2012
9:00 a.m. - 2:00 p.m.
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February 25, 2012



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Information/contact:
Maumee Valley Railroad Club, Inc.
P.O. Box 314
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Richard Insley
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