

# Trainfest EXPRESS

JANUARY 2011

Volume 1 • Issue 8

www.trainfest.com



## Trainfest “The Fastest Weekend of the Year”

### for The Waukegan Modular Model Railroad Club

With six years under his belt as a member of the Waukegan Modular Model Railroad Club, Dave Stroz considers himself one of the newcomers, but the Club is ambitious. He's learned a great deal since he joined, both from other members and from online newsletters, such as The *Trainfest EXPRESS*. You can read about the remarkable series of events that led to the founding of three clubs, including his, on page 13.

Along with another club member, Bruce Rodbro, who was kind enough to answer a questionnaire we sent, Dave led the club's collaborative effort in providing a detailed

description of the set-up they display at Trainfest, which Dave calls “the fastest weekend of the year.”

*“Originally the layout was simply two individual loops with no connection between them. We decided that manually placing and removing trains on the main lines was not an acceptable practice. Our viewing public deserved better, so we added a ‘fiddle track’ to the inside of several modules with a backdrop as a view blocker where we could build a train. Of course, that meant we needed to install some turnouts*

*see Waukegan Modular, page 10*

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# Trainfest

## America's Largest Operating Model Railroad Show



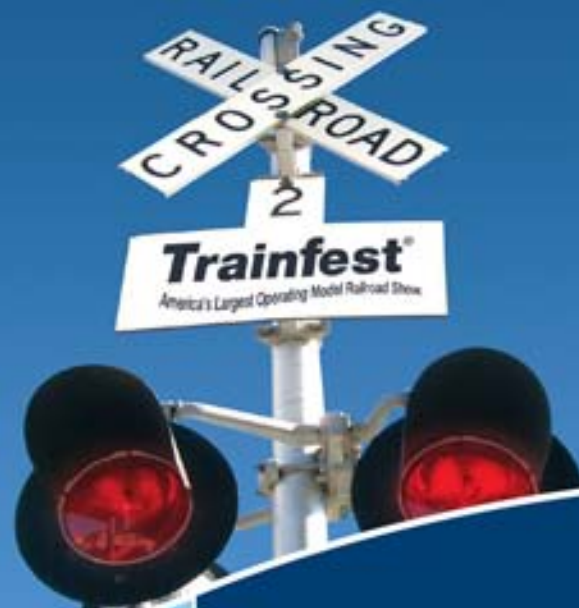
**Saturday & Sunday,  
Nov. 12 & 13, 2011**

9:00 a.m. to 5:30 p.m.

**Wisconsin Expo Center at State Fair Park**  
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## Vote for the Trainfest 40th Anniversary Logo

**Trainfest 2011** marks our  
**40th Anniversary!** We're  
celebrating.

To commemorate this landmark event,  
we're designing a special logo. We've  
narrowed the choices to four. They're  
in black and white now - we'll add color  
later. For now, tell us which one you like  
best.

Vote for the logo at  
[http://www.surveymonkey.com/s/  
QHY9NKP](http://www.surveymonkey.com/s/QHY9NKP)

We'll unveil the winning logo design in  
the March issue of **Trainfest EXPRESS**.



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## Trainfest EXPRESS

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## Painting Realistic Figures with Gloria Bauer

Many of you saw Gloria Bauer this past Trainfest demonstrating her techniques on how to paint realistic human figures. While she makes it look easy, Gloria contends that anyone can create realistic figures for their layout with the right tools, some tips, and a little bit of patience.

Gloria graciously agreed to share here her “**Painting Steps to Success**” with *Trainfest EXPRESS* readers.

### Painting Steps to Success

#### Step One

Gather up all your figure painting material and supplies.

Unpainted figures are available over the internet or at hobby shops. I personally have a preference for the Preiser figures because they have more detail. In my opinion, they may cost a little more, but it's worth it.

My preferred paint brushes are red sable or squirrel hair brushes. I use numbers 000, 00, 0 and 2. I recommend not using the cheaper brushes because they don't last long and they tend to curl, which makes it really hard to get the detail you need.

I use a variety of acrylic colors from Michaels®. These inexpensive water-based paints do a great job and cleaning my brushes is easy – just swish them in water. In my opinion, I'd rather pay a bit more for the more accurate figures than to spend money on some of the more expensive paints you find in the catalogs. The cheaper paint works just fine.



*Gloria uses a sharpened toothpick to apply some detail color.*

To complete your supplies, always keep handy some toothpicks, lollipop sticks and longer stick pins. You'll also need a can of Testor's Dullcote (lacquer spray), Sprue cutters, Super Glue a block of Styrofoam or cork, an Exacto-type knife, emery boards, a couple of small metal files, Dawn dish detergent, an unused tooth brush, and paper towels. To save your vision, an optic lamp and magnifying visor also come in handy.

#### Step Two

Prep figures.

Begin by cutting figures from Sprue. Gently scrape off the falange, then with a hobby knife (I use an Exacto knife) smooth off any rough areas. Then use emery boards for smoothing if needed.

*see Painting Figures, page 7*

◀ *Gloria Bauer detailing an HO Scale figure.*



## Hobby Shops are Your Ticket Resource

All three ticket types (Early Bird, Advance and Friday Product Showcase) are available at the following local hobby shops.

### Madison Hobby Stop

6622 Mineral Point Road  
Madison, WI  
608-829-3820

### Engine House Services LLC

2737 N. Packerland Drive, 2H  
Green Bay, WI 54303  
920-490-4839

### South Side Trains

2633 South Kinnickinnic Ave  
Milwaukee, WI 53207  
414-482-1566

### Greenfield News and Hobbies

6815 West Layton Ave  
Greenfield, WI 53220  
414-281-1800

### Jetco Hiawatha Hobbies

2026 West Silvermail Road  
Waukesha, WI 53072  
262-544-4131

### Walthers (Terminal Hobbies)

5619 West Florist Avenue  
Milwaukee, WI 53218  
414-461-1050

### Sommerfeld's Trains

12620 West Hampton Ave  
Butler, WI 53007  
262-783-7797



## From the Caboose

With **Trainfest 2011** being the 40th Anniversary of Trainfest, planning is at a feverish pitch. While it's always busy this time of year, this big anniversary year has ratcheted it up even more so. I didn't think it was possible, but it is. Then again, it's hard to believe that Trainfest 2011 will mark my 20th year with the event!

Lots of paperwork is flying these days. Registration forms have been mailed and as they are returned to us, confirmations are sent out and we begin the daunting task of working on the giant floor plan puzzle.

Budgets and advertising plans are in development. We've started designing the pins, awards and annual dash plaques. You'll see in this issue of **Trainfest EXPRESS** that we're looking for your thoughts on our 40th Anniversary logo. It may be busy, but we're having a ball!

We've renegotiated our contract at the Wisconsin Expo Center, and the good news is we are able to hold our admission prices —no change in 2011. So, adult admission will remain the same as in the past several years with \$8.00

*Don't forget to visit  
trainfest.com for up-to-  
the-moment information  
on Trainfest 2011*

Early Bird tickets (purchase by July 31st), \$10.00 Advanced tickets, and \$12.00 at the door.

Friday Product Showcase tickets will also remain the same at \$40.00. (Remember FPS tickets are also good for admission Saturday and Sunday and include a 'Grab Bag' and catered Friday evening dinner at the showcase.) Watch the **Trainfest EXPRESS** for information as the 40th Anniversary celebration plans get finalized. Also check our WISE division website at [www.wisedivision.org](http://www.wisedivision.org) for information on our free monthly model railroad meets.

May you and your families have a safe, blessed and prosperous New Year.

**In the spirit of model railroading,  
Clear Signals Always,**

*John*

**Trainfest EXPRESS** is sent free via email as a PDF and can be seen on the Trainfest website in an interactive, online paging-style format. You can also print out the pages or articles you desire.

We continue to look for your input (on articles you would like to see) in the **Express**. Send them to us at [john@trainfest.com](mailto:john@trainfest.com) or [editor@trainfest.com](mailto:editor@trainfest.com).

### **PAINTING FIGURES** continued from pg 5

Next, drive a straight pin into the bottom of one of the feet of the figure. (You can use a very small drill to make a hole in the foot.) You may have to use a tiny bit of Super Glue to keep the pin in the foot.



Clip the head off the pin so that you can eventually stick that end into a piece of styrofoam, cork or whatever material you'll be using to hold the figure still as you paint. If you don't want to put a hole in the bottom of the foot, you can use a lollipop stick with a bit of Super Glue on the end. Personally I like using a pin because then I use the pin to position the figure directly on the layout.



Now wash the figure well using a clean toothbrush in soapy water using Dawn dish soap. Rinse in fresh water and put the figure on paper towels to dry.

Once the figure is dry, spray it with Dullcote, but be careful with the coverage. You want a nice even coat -- not too much as to obscure any detail. Let dry. Note: it is absolutely essential that you shake the Testor's Dullcote can for at least two minutes before applying this base coat.



### **Step Three**

Paint your figures.

It's extremely important that you follow the painting steps in this exact sequence and I strongly urge you not to skip any one of the steps if you want really realistic looking human figures.

First, gray-coat your entire figure. Select a light or medium gray. Let dry. I urge you to experiment here -- paint two figures exactly the same only varying this base gray color. Wait until you see the difference!

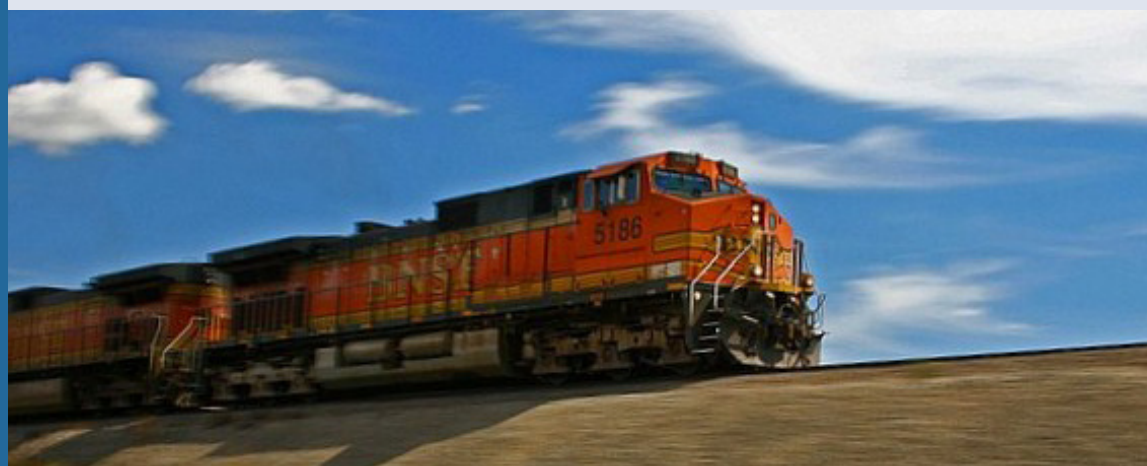
Next, black wash your figure with a solution of 50% black paint/50% water. Get into the crevices. Let dry.

Now add shadows by painting the recessed areas with a gray, black or brown. Let dry. The shadow color you use depends on the color you want to paint the clothing. The lighter the clothing, the lighter your shadows should be.

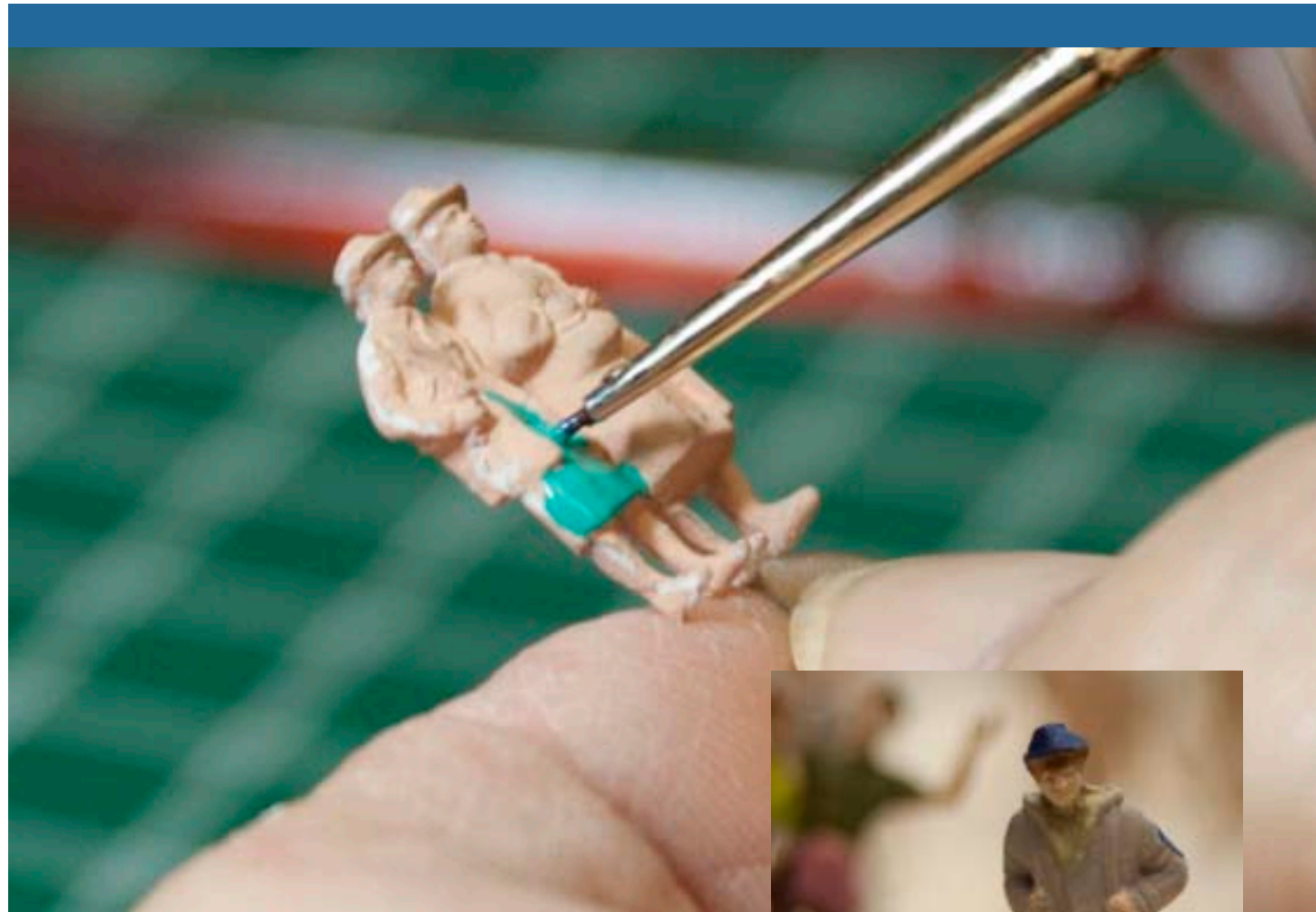
Paint all exposed flesh with white paint: hands, legs, arms, etc. Let dry, then paint the flesh color. Let dry. (Remember people are not all the same color -- some are lighter, some are darker. Your layout will look more realistic if you use different flesh colors on your figures.)

Paint clothing desired colors, starting at the inside then working out: shirt then jacket, and so forth. Add a bit of water to your paint so the paint is not completely

*see Painting Figures, page 8*







**PAINTING FIGURES** continued from pg 7

opaque. A lot of clothing will be common colors, such as blue, tan, brown. That's okay. But, remember to try some contrasting colors, such as red and green, orange, purple and yellow. These combinations work well together, as they bring each other out.

Dry brush raised areas of clothing with white paint. To dry brush, dip the tip of your brush in white paint, then wipe most of the paint off on a soft rag. Use the side of the brush, not the tip on the raised areas of the clothing. This technique adds highlights to your figure. Let dry.

Using the same color as the clothing, give the clothing a light wash (50% paint/50% water). This technique softens the highlights. Let dry.

Paint hair and shoes desired color. Remember to add some gray or white in hair of some figures to make them look like an older person.

Paint the small details: belts, buttons, ties, scarf, etc. Use contrasting colors with a very fine brush #000 or the tip of a toothpick. (I prefer the toothpick as I feel you can control the paint better.)

Give entire figure a final wash of a very diluted black. This technique will tone down colors making them appear more natural. Let dry thoroughly.

To seal and protect your paint job, final spray the entire figure with a light coat of Testor's Dullcote. 🚚

**Editor's Note:** *Once in gear, Gloria reckons she can paint two or three figures every half hour. Practice makes perfect!*

*To see more pictures of Gloria's figures and a video of her Trainfest workshop, visit [www.model-railroad-infoguy.com/Trainfest.html](http://www.model-railroad-infoguy.com/Trainfest.html)*



**Supply List**

- Preiser Figures
- Red Sable or Squirrel Hair Paint
- Brushes, #000, 00, 0, 2
- Acrylic Paint
- Toothpicks
- Lollipop Sticks
- Long Stick Pins
- Testor's Dullcote
- Sprue Cutters
- Super Glue
- Styrofoam or Cork
- Exacto knife
- Emery Boards
- Metal Files
- Dawn dish detergent
- Toothbrush
- Paper Towels
- Optional: Optic lamp/magnifying visor





*Top section of the ore mine.*

**WAUKEGAN MODULAR continued from pg 1**

*(switches) to enable us to bring staged trains out onto the main tracks. Things were getting complicated, but we learned, and it eventually worked well for us.*

*The next phase was to build a multi-track yard in the center of our floor space, attached at one end in a T formation. That made it easier to build and have several trains at the ready to run out onto the mains. As you might imagine, we then needed more turnouts and some crossovers, making things a bit more complicated, but all that eventually worked for us too.*

*In time, a number of individual's modules came to have their own turnouts and sidings and then we began to envision connecting all the sidings so we could run a third line as a branch line. This was done with some difficulty as we now needed more crossovers and turnouts to be able to move trains between three main tracks. We were growing more complex every year, but our technical expertise was also growing.*

*The last significant change to our layout was to eliminate the island yard and to incorporate a large freight yard adjacent to the mains. This yard has become a focal point of our layout operations. It was built with great care to ensure smooth operation and the yard lead tracks have been incorporated into several adjacent modules allowing us to seamlessly run trains into and out of the yard. The wiring to tie all this together is very complicated but once again our members were up to the task.*

*Our goal is to always keep trains running on the main tracks for the public to view---after all, that is what they paid to see. We also have a lot of switching activity taking place in that yard during Trainfest and judging by the number of folks who pause to watch, we feel like we got double for our efforts."*

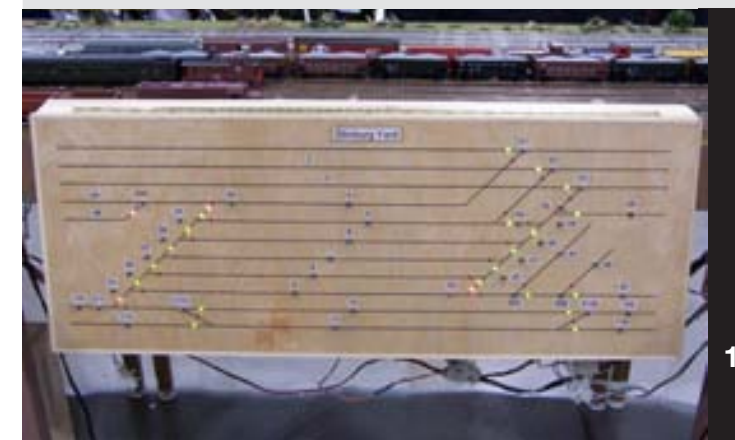
*see Waukegan Modular, page 12*

*Control panel for the freight yard (to control the switch motors) and track power.*

**Members of the Waukegan Modular Model Railroad Club**

- |                    |  |
|--------------------|--|
| Bill Dillenburg    | Co-owner of Stroburg freight yard. (Four modules totaling 20 feet in length, 11 tracks.)                                     |
| Bruce Rodbro       | Iron Ore operation. (Corner and scale model boat.)   |
| Dave Stroz         | Co-owner of Stroburg freight yard. (Yard name is a contraction of two last names.)   |
| Gary Barthelman    | Two straight modules, town and country.  |
| Jim Roop           | Thomas Tank Engine and Friends corner.   |
| Michael Oberlander | Co-owner of the town with long passenger station featured in Nov 2010 Trainfest EXPRESS issue. The Club owns the other part. |
| Mike Hirvela*      | Former active member, now head of the Bluff City Modular Engineers   |
| Otto Brunke*       | Former active member and owner of the town with long passenger station.  |
| Ron Bratzke        | Town corner next to freight yard.  |
| Scott Helland      | Mountain scene with narrow gauge RR corner and two straight modules.   |
| Steve Modlin       | Golf course, and two modules of countryside.   |
| Vince Acena        | Two modules of mountains with tunnel on tracks 1 and 2 and mountain cut for track 2.   |
| Chris Sherwood     | Newest member as of Trainfest 2010.  |

\*Auxillary members aka "Friends of the WMMRC" ... Long-suffering but mostly supportive wives of members.







A freight train passes a string of Missabe ore "jimmies" being loaded at the iron ore facility. ▲

**WAUKEGAN MODULAR** continued from pg 11

So, what is in the future for the Waukegan club? DCC anybody? Working signals?

Club members work on their own modular projects, alone or in sub-groups, with an eye to integrating them into the overall layout. Because of the way the project started, it's developed organically as a kind of montage that's been blended into one large, relatively integrated display for purposes of demonstration.

*"Originally, each member built his module individually and then installed whatever buildings and scenery he chose, but eventually some modules were built to blend with adjacent modules so we now have a combination of both concepts. Our layout is like an art gallery with many pictures while some layouts are like one big painting."*

*Right now, Dave and a club collaborator are involved in putting together a complex module to add to the layout. "We are building a layout in Dave's basement, and we're incorporating the freight yard modules we use at Trainfest into it. We're going to have two turntables, a mountain and power plant, as well."*

For the most part, the club is focused on the Duluth, Missabe and Iron Range, though they run Amtrak trains for variety. The layout includes a port where an ore boat arrives to fill, not unlike what one finds in Duluth. There's a grittiness to some of their representations. Freight yards and other functional spaces may not be scenic, but to the railroad enthusiast the intelligent solutions of transportation engineers have their own kind of beauty.

Plan as they might—and they pay a lot of attention to detail, whether it be schematic with regard to couplings and switches, or electronic, or in terms of buildings—there are always surprises.

Club members remember well the big surprise they had during a past Trainfest show.

*"Everything was set-up and running nicely that weekend. It was Sunday, the second day of the show. There's a geezer lift gate we had built that allows people to walk inside the set-up."*

*Now you don't want the trains to just continue running towards the opening while the gate is up, so we built in circuits to cut the power in all sections of track near the bridge and we thought the system was perfect. There was a patron, a visitor, who was very interested in this arrangement as well, and he was asking 'was it reliable?' We said, 'it works like a charm, has never failed.' Just as soon as we said that and lifted the bridge with ultimate*

see *Waukegan Modular*, page 14



*"New" Geezer Gate for easy entrance in and out of the layout.*

## The Origin of the Waukegan Modular Model Railroad Club – A Winding Road

In 1987 or 1988, a Major with the Salvation Army (SA) discussed with other local ministers the idea of having a large model railroad at the SA as part of a rehabilitation program, using items that were gathered in their donation collections. Unfortunately, the Major had a serious health setback as things started to come together.

Upon review of the collected materials for the proposed layout, the items were found to be of mixed quality, gauge, working condition, etc. The rehabilitation layout idea didn't seem feasible. Nonetheless, several ministers along with five other gentlemen didn't give up.

These eight men thought that the model train idea might be fun and could help the Boy Scout troops they supported with the model railroading merit badge. So in September that year the first layout was set-up and run. It was rather plain: not much scenery, and no corner modules yet.

However the men liked what they saw, and one minister said: "Good! Just in time. I have submitted an application to Trainfest and they accepted!!" So the rush was on to get things show-ready.

By the mid 1990's, the layout had grown to about 40' x 52' and in varying stages of completion. It was at Trainfest that it was decided to divide the larger layout into three separate entities: two modular clubs with layouts, and one permanent layout. Both portable modular layouts survive today and participate in Trainfest as the Waukegan Modular Model Railroad Club (WMMRC) and the Bluff City Modular Engineers. The third entity, the permanent layout, is the Illinois Great Northern Model Railroad Club, located in Zion, IL.



**An Editor's Note:** *If you're looking for an introduction to model railroading, it's hard to imagine a more patient guide than Dave Stroz of the Waukegan Modular Model Railroad Club, or one more anxious to make sure the other guys in the Club are included in this Trainfest EXPRESS issue story. To read the full interview with Dave, visit: [www.trainfest.com/DaveStrozInterview](http://www.trainfest.com/DaveStrozInterview)*



## WAUKEGAN MODULAR continued from pg 12

confidence, we noticed that the train was still going when it should have stopped! Fortunately, we had the presence of mind to jump and catch it before it went off the cliff.

At first, we couldn't figure out what happened, but this was a long passenger train in which all the coaches had interior lighting. They took electricity from the track from both rear and front trucks, that is to say, all the wheels were involved in gathering electricity. Yet the train didn't stop because each car was acting as its own circuit, delivering electricity over its length, so that the end of the car that was still touching electrified track was supplying electricity to the track near the bridge that was supposed to be dead. As each passenger coach crossed the rail gap, the wiring inside the coach was powering the dead track. Yikes. Being a long train, it was a bad case of dominos."

**Working together and sharing information is a mantra with WMMRC members. Club members find The Trainfest EXPRESS and internet filled with both, as Dave says, "inspiration and information."**

There's a lot of free and wonderful information there. For example, you can go to YouTube and you'll find videos that will show you how to do something pertaining to modeling. You take a look at some of these things, and you think, 'Wow, that's amazing.' And then you want to do something like that yourself. There are discussion groups, like Yahoo groups too. So there's lots of info, and fortunately it's right at your fingertips." 🚂

To read the full interview with Dave, visit: [www.trainfest.com/DaveStrozInterview](http://www.trainfest.com/DaveStrozInterview)



Mountain on the corner with track #3 pass through tunnel.



Passengers await the arrival of the next passenger train at the Waukegan Depot.

## Dave Stroz: Thoughts on Model Railroading

**Editor:** How do people get recruited into model railroading? I ask him. Is it more often because they're fascinated with trains per se, or because they got into model railroading as children?

**Dave:** I've thought about this. A lot of folks refer to childhood memories, for example, their first train. You know, the Chicago Museum of Science and Industry had a big Santa Fe layout, and everyone who's from the Chicago area remembers watching those silver engines with the warbonnet red, and the sleek cars behind them. Or the first train under the Christmas tree.

Some have a preference for a particular time period, like the mid-50s when steam was still in place and diesel was

coming in quickly, and both operated together. Some modelers obtain the actual timetables, say from 1954, and operate according to that schedule - it's like building yourself a time machine.

**Editor:** Being an acknowledged novice, I ask him whether train hobbyists sometimes go so far as to attempt scale reproductions of some of the great public stations of the Rail Era.

**Dave:** Yes, absolutely. You can take a lot of pride in it because you created it just like an artist who, say, paints a magnificent picture which is in two dimensions, only our "artwork" is in three dimensions. They'll reconstruct the architecture, the lighting, interior details and sometimes the surrounding buildings and neighborhood, using old photos and maps to be as accurate as possible. 🚂

## IT LOOKS SO EASY, ANYBODY COULD DO IT

By Cedor Aronow

As **Trainfest** rapidly approaches its 40th anniversary you can't help but reflect on the past years. Today it runs seemingly effortlessly. That hasn't always been the case... there have been a few challenges and perhaps a snafu or two along the way!

What began as a one-day model railroad show devised by two then WISE Division board members using their own funds as seed money, has grown to "America's Largest Operating Model Railroad Show."

The first **Trainfest** was small, but successful. In the early days, volunteers did all the tasks of running the show. We hauled tables and chairs around the buildings, and rolled display cases into position - on the fly.

As the show grew from its humble beginnings of approximately 3,500 sq. ft (we now occupy over 200,000 sq. ft.) and as we moved to different locations along the way, volunteers could not handle all the work needed to set-up. Plus we desperately needed a floor plan. A rental company took over setting up tables and distributing chairs—my back says "thank goodness"—and John Tews took on the floor plan challenge.

Before John could do a CAD plan though, many cold hours were spent by him, Gary Children and Randy Fabricus in measuring the exhibit floor and all the post locations to the nearest 1/8". At that time, over 20 years ago, we were in the Wisconsin State Fair North Exhibit Hall and the East Hall (known as the Dairy or Cream Puff Building) and it had ceiling support posts everywhere.

It was quite the challenge to do the set-up plan while working around all those posts. I have to admit all of us breathed a sigh of relief, when those buildings went down and were replaced by the current Expo Center. No more would the posts be an issue on how John mapped out the show floor and we wouldn't have to deal with things like a piece of equipment breaking through the concrete floor - we'll save that story for another **Trainfest EXPRESS** issue.

We've learned a lot over the last 40 years. Probably the best compliment I received during the last Trainfest was from the long standing Expo Center employees, who remarked that "year after year, Trainfest is the best managed and smoothest operating show of any show that comes to State Fair Park."

It has been over 20 years of working the event. I would not trade the experience for anything and after all these years, I still look forward every November to the next Trainfest. 🚂

*Cedor Aronow has been a member of the Wisconsin Southeastern (WISE) Division Board of Directors since the 1980s.*

Share your **Trainfest** memory with us, email [editor@trainfest.com](mailto:editor@trainfest.com)





# Lee and Gloria Bauer A Shared Passion for Modeling

Lee and Gloria Bauer were both widowers when they met, about 10 years ago. Lee had gone on a trip to Yosemite and San Francisco, met Gloria, a West Coast native, and was surprised at how little convincing it took to have her move to Racine, Wisconsin with him. Listening to the two of them talk about her figure painting, it's hard to imagine that they've only been together for 10 years from the way they finish each other's sentences.

Lee feels pretty blessed. He's gone to enough conventions to have met wives of model railroaders sitting in the corner knitting, anxious to get Trainfest behind them as soon as possible for another year, completely disinterested in the sights, sounds and activities around them. Not that there's anything wrong with knitting, mind you, but he's met model railroaders whose enjoyment of such events is rather . . . undercut by their spouse's lack of enthusiasm. Fortunately for him, Gloria has found her niche.

Both of them are retired, Gloria after thirty-some years as a nurse. When you hear her talk about the precision that she brings to painting figures, you wish she'd been the phlebotomist on duty the last time you gave blood. They've developed a kind of routine that many would find unusual, but which emerged naturally for them. They get up in the late afternoon, spend a couple hours doing this and that, and about 7 p.m. gather their model railroading stuff up and head to their workspace in the basement. They spend the night working at their hobby, and emerge in the morning once again to have breakfast and go to bed. It works for them.

Gloria's surprised at the amount of attention that she gets when she goes to Trainfest and gives her workshops on figure painting. People have even offered to pay her to paint their figures for them. Lots of folks come around and say, "Oh, I could never do that!" But Gloria points out that she never knew she could, either, until she tried. 🚂

**Editor's Note:** To read the full delightful interview with Gloria and Lee, visit: [www.trainfest.com/GloriaLeeInterview](http://www.trainfest.com/GloriaLeeInterview)





# NAME THAT LAYOUT!



You saw them at Trainfest 2010. Do you recognize the layouts depicted in these photos? The first 10 persons who correctly name each layout will win 2 tickets to Trainfest 2011.

Email [editor@trainfest.com](mailto:editor@trainfest.com) the correct names of the five layouts with their corresponding photo number to win. It's not as easy as it looks to "Name that Layout."



## 10 LUCKY WINNERS



## WIN 2 TICKETS TO

## TRAINFEST 2011

Disclaimer: Winners to be announced in the February *Trainfest EXPRESS* issue. All five layouts must be correctly named with their corresponding photo number to win. Trainfest is not responsible for late, lost, undelivered or misdirected email. No prize substitutes.