

THE WINNEBAGOLAND WHISTLE

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MWR/NMRA
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WLD Fall Meet 2011



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A great time was had by all who attended our WLD Fall Meet held in conjunction with the Midwest Railroad Historical Societies. Over 150 people attended the event! We have hopes to continue the big turnouts by continuing to offer something new and "something more" at upcoming meets!

Superintendent's Report ...


By: Mark Preussler, MMR

What a show! Actually, what a year of shows! As we wrap up 2011 here in the division I'm pleased to say this year was fantastic for our division. Our last meet held in Sheboygan brought first class clinicians and many of the popular railroad historical societies into one venue. I'm convinced that there was something to interest every model railroader at the meet. Was it perfect? Of course not, but we continue to learn from our mistakes and try to improve each time.

Recently, I received a package of convention materials from days gone by. Much of it was dated from the era of the Oshkosh Model Railroad Club's Annual Spring Model Contest. By the mid-1960's the WLD became involved with their show and soon the division hosted its own event each spring and fall. What stood out most to me in the conventions booklets was the annual "greeting" from the Superintendent to the attendees. In 1966, the letter from Superintendent John Franzen really struck a chord. In it, he makes a sales pitch for joining the NMRA which is as relevant today as it was back then. I will include it a future issue, not as a flashback, but as a reminder that being involved in the WLD/NMRA is crucial for the quality of our meets. People come and go in the WLD and our interest in helping or volunteering may wax and wane, but many hands make for lighter work. I'd sure be happy to hear from the election committee that we have some new faces coming into the WLD Board as well as the continuing support of our "old hands".

So, we enter 2012 with a full head of steam. There is much work to be done and changes to be considered in the upcoming year in the WLD. We will be discussing many of them at our next Board Meeting in Appleton at the SLHTS building on January 14th. Watch our website for final details. We will look at changing our term limits related to the BOD, we will complete a slate of candidates for the upcoming election of officers, and we will consider hosting a Midwest regional NMRA event around 2015. We also continue to look at ways to get our meets and shows teamed up with various historical clubs and groups. Again, we use the benefits of cross pollination between groups of similar interest in railroading. We will gain a few new NMRA members working with these new entities, but most important is the ability to network with others and I hope gain some new knowledge from others. That's the real benefit from attending our meets. At this time of the year we pause to reflect and give thanks. I would like to thank everyone who has in some way helped out the WLD in 2011. I hope 2012 brings you and yours good health and happiness. I'll see you next year!

Mark



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MODEL RAILROAD MAKEOVER

PROGRESS UPDATE ON THE SENECA SUBDIVISION



By Dennis Eggert

All photos by the author

My Seneca Subdivision HO layout is based on a C&NW secondary main line in southern Minnesota in the mid-1970's era. In the fall of 2009, I began rebuilding a 60-foot section of the layout, starting over with all new bench work. The area under construction is about one third of the total layout. For those of you who attended my clinic at the Neenah Winnebago Land Division Spring meet in May, this is a continuation of the material I presented there. I typically don't spend much time on model railroading during the warm weather months, so you could say this is my third "work season" on this project.

The new part of the layout is built on 1x4 pine open bench work, with ½-inch plywood used for the sub roadbed. The roadbed is made from white ceiling tile. I hand spike all of my track and turnouts on wood ties, and none of the track is put down until all of the messy scenery work is finished. In the open areas of the layout, I use 1-inch foam board as a base for the scenery, and cover it with a couple coats of plaster before adding ground foam, static grass etc. Laying the track after scenery has a few advantages: I don't need to worry about protecting the track or damaging it during the scenery process, rolling stock can't fall to the floor through open bench work and I won't be putting off adding the scenery for ten years after I finish the track (which I have in the past). The big disadvantage is not having a complete operating layout during construction.

If you like instant gratification, my scenery first process is not for you. This work season, I began building a small town, modeled after Eyota, Minnesota. Eyota is located in southern Minnesota, near Rochester. My goal is to model the town as it looked in 1976. The largest structures in Eyota are the tall grain elevators, which is typical of towns along the railroad in southern Minnesota. The pictures below show this work season's progress to date, starting with the roadbed construction through shaping the foam board. I use a large wire brush to shape my foam board. You can watch a video of my wire brush process by following this YouTube link: <http://www.youtube.com/watch?v=x-Ko5Me5CQc&feature=youtu.be>



This is the general location of this season's work in the layout room. In the right side of the picture, you can see the end of the track where last year's work ended.



The bench work in this area was built last year, but plans changed and the town was added which required it to be widened. The track closest to the wall is the siding, with the main track on the right. To have the main track align with the existing layout and maintain the 40-inch mainline radius, the track had to be built close to the wall. The roadbed for the main track and siding was installed last year. In this picture, the subroadbed for the yard has been recently finished.



In this spot, the electric service panel created a problem because it needed to be accessible. Sometimes when building a model railroad more important things take priority. Here, the foam board has been glued in place but is not yet contoured.



This is the large wire brush which was used to shape the foam board. It gets the job done quickly but there is a lot of cleaning up to do. This picture shows the resulting mess





This area is ready for the first coat of plaster. I covered the walls and backdrop with rosin paper. I learned the hard way last year that the walls will most likely be damaged before the project is complete. Here you can see the paper track and turnout templates that are glued onto the roadbed. In the areas between the yard tracks, the ceiling tile roadbed has been contoured using a course rasp so the area is not completely flat.



This is “downtown Eyota” where Center Avenue crosses the tracks. Paper mock-ups of the elevator buildings are taped to the wall. The elevators will be modeled as building flats along the wall. A C&NW trailer depot will be located just to the left of the road, just across the tracks from the right elevator.



C&NW time freight 482 rolls eastbound through Eyota, Minnesota in July of 1979. The train is about to cross Center Avenue. Eyota is the prototype for the town being built on the author's layout

Ed. note: Thanks Dennis for sharing this update! We look forward to more in the coming months during construction season.

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Community Calendar Event

Event Title: **15th Annual Artic Run Model Railroad Show and Sale**

Category: Arts & Entertainment / Kids & Family / Education & Exhibitions

Sponsor: Central Wisconsin Model Railroaders Ltd

Event Start Date & Time: Saturday 1/21/2012 - 9 AM to 5 PM
Sunday 1/22/2012 - 11 AM to 4 PM

Cost: \$3.00 Adults
\$2.00 Ages 11 - 16
Free: Ages 10 and under

Season: Winter

Description:

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The show is sponsored by the Central Wisconsin Model Railroaders Ltd (a non-profit educational organization). Activities include promoting model railroading as a life long hobby and family activity, supporting community events and the Portage County Historical Society.

Event Venue/Location: Holiday Inn Convention Center

Event Venue/Location: 1001 Amber Avenue, Exit 158 East, I-39/51 @ Hwy 10. One mile east on Hwy 10 to Elizabeth Avenue (just past Fleet Farm).

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Event Website Address: www.trainweb.org/cwmr



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Modeling Ideas

Many years ago Cook & Brown operated a fuel and construction site along the river in Oshkosh. They used a couple of steam powered cranes to move cars and materials around on their industrial railroad tracks. Near the Soo Line bridge across the Fox River they had a switch which had a very simple ground level throw between the rails. In the mid-1950's I photographed this throw, shortly before the tracks in that area were removed. Attached is a scan of the photo. Notice that there is no provision for locking the switch!

Submitted By: Larry Easton



Above: Don Manlick, MMR answers questions at his symposium from Dan Hoenecke and others about his latest model, the car ferry *Manitowoc*.

WLD Fall Meet 2011 Wrap-Up

A great time was had by over 150 participants at the Winnebagoland Division Fall Meet which was held on October 1st in Sheboygan. In keeping with some ideas that were carried out at our Spring Meet, we once again teamed up with various railroad historical societies. This makes for new friends and new ideas being exchanged about modeling and history. In addition to that, this meet featured a good selection of vendors. There were several private sellers looking to move good amounts of structures and details- at very reasonable prices! In addition, we were happy to see Engine House Services from Green Bay make the trip down I-43 as well as Scale Reproductions among others.

The highlights for most attendees as is the norm lately were the great number of clinics and symposiums. Clinic and A/V presentations were dedicated to the lower level keeping the venue quiet. The symposiums were on the main floor and suffered somewhat from too much noise coming from the large crowd and displays. That's a good problem to have! I've been at WLD meets where it seems you could hear a pin drop, so we'll certainly find a good way to deal with extra noise at upcoming meets before settling back to the sounds of silence. The major Midwest railroad historical societies were out in force. We had clinicians from several doing their best to highlight their favorite railroad. If you had a question about the CNW, Soo, GBW, etc., then this was the venue you should have attended. We will try with future shows to bring the groups together again, but we were lucky that so many were able to show up at this one. On the pages that follow, we have further pictures and contest results.



Attendees mill about the hall looking for information from the historical societies and a few deals!

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James Cruthers looks for a few more attendees to pick up their name badges as morning turns to afternoon on October 1st, 2011 during the WLD Fall Meet. The registration table was handled by several members who volunteered their time and missed out on many of the clinics and symposiums.



Best of Show Points Richard Eggert Award and the winner of the Don Steffen Popular Vote Contest was this scratchbuilt feed mill “Manlick Milling” by Emory Luebke of Greenville. A full rundown of the Model Contest will be included in the next issue of *the Whistle*.



Dennis Eggert brought along a great variety of CNW and related equipment from his collection of models. Much of what you see in this photo has been scratched or heavily modified. A testament to Dennis’ skills as a prolific modeler of the 1970s C&NW.



Fall Meet 2011 Photo Contest, October 1, 2011 at Sheboygan:

Best of Show: Jerry Lopas- Prototype Color Print, Night photo at North Freedom depot

First Place, Prototype Color Slide: Emory Luebke- C&NW pulling up the Park Falls branch

First Place, Prototype B&W Print: Emory Luebke- C&NW Bay window caboose #11562

First Place, Prototype Color Print: Jerry Lopas- Snow Train at North Freedom

Second Place, Prototype Color Print: Fred Firkus- CN #5679 westbound at Neenah

Third Place, Prototype Color Print: Fred Firkus- White Pass & Yukon couplers at speed

Honorable Mention, Prototype Color Print: Mike Wadinski- Unusual coupling of link & pin and automatic couplers

First Place, Tongue-in-Cheek: Mike Wadinski- Don Manlick as “The Agent” in Larry Easton’s basement

My thanks to Roger Wurtzel and Dave Rickaby in helping me in the judging of the photos. We had a very good contest. There were 20 entries from six people that made it a joy to judge. There were four categories represented in the contest. I would enjoy as many or more entries when we hold our next contest. We only ask that you follow two criteria when you enter a photo. First, the photo should be at least 5” by 7” but no larger than 11” by 14”. Secondly, the photo should be mounted to prevent damage from handling during judging. Your chance to win an award in the Spring 2012 WLD contest is up to you. Good luck to you all!

**Joe Lallensack
Photo Contest Chairman**



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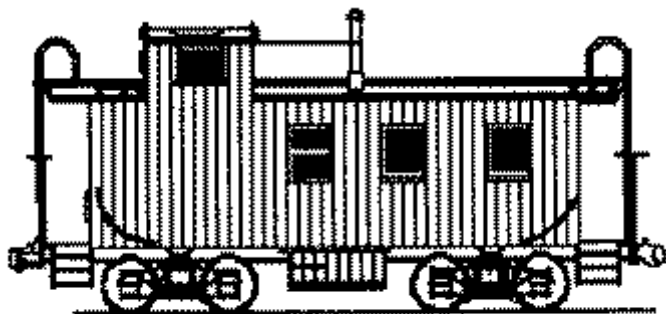


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Above: A great new home for the GBAMRC in De Pere. The library is an ideal setting for interaction with the public.

Green Bay Area Model Railroaders' Club enters a new era

By: Todd Bushmaker

Back in the mid-80's, the National Railroad Museum in Green Bay built itself a new reception center and decided that it would be a good idea to fill their old one with a model railroad display. Lacking their own resources, the Museum reached out to local modelers through a hobby shop contact and shortly thereafter the Green Bay Area Model Railroaders' Club (GBAMRC) was born.

Starting with a large cadre of enthusiasts in 1988, soon the 70 x 40 Hood Junction Depot was filled by the club with a HO-scale empire and became one of the top attractions at the Museum. Over the years the Museum administration changed and there were periodic discussions about the club's role on the grounds. New leases were negotiated, club members came and went, work progressed not only on the layout but also the building itself... the arrangement was thought to be mutually beneficial in perpetuity.

After 20 years, management at the time decided that there were better uses for the old depot building. Using a 90-day notice clause in the lease, the Museum severed ties with the club and the GBAMRC found itself on the street for the first time. In the short term it was easy to determine that they could at least save what was salvageable in a storage unit, but without a home there wasn't anything for the modelers to do and so lack of interest and attrition were dangers.

Fortunately in short order, club member and hobby shop owner Paul Pasowicz offered that a double-wide retail space was sitting empty next to his shop. The landlord was receptive; the club could occupy the space on a short term basis if they covered utilities, at least until there was an interested "real" tenant. So the club moved in February 2009, set up shop and began to design and construct a new sectional layout that could eventually be easily moved to a more permanent location.

Because of the renewed activity, there was an up tick in interest and membership. While the club started getting their bearings, the local modular club NEWER Industries set up in the space and allowed their layout to be used in the meantime. It was almost three years on and the club had been in the space longer than they thought. However efforts to find a new home continued and finally in August 2011, somebody discovered that the Brown County Library system had excess space at their DePere branch.



Left : Layout at a glance. Storage and shop are in the rear area to the right; interior entrance is down the aisle on the left. Meeting space is behind and to the left of the camera position.



Another view. The stretch with backdrop was the first portion completed in the temporary storefront and is 48 x 12 feet.

The Kress Family library was built in 2002 on the east side of the Fox River in DePere. A modern, stately brick structure, it was a welcome replacement for the old one. Built into a hill, the upper street level holds the library proper, and the lower level is a walkout facing the river and features meeting spaces and administrative offices. The design includes a large open area intended to be leased by an outside party; however since opening, the library system had never found an interested tenant.

Once the club looked at the raw unfinished but large space, it was determined that they wanted to pursue contact to occupy it. Fortunately, the library board president thought that having a model railroad as part of a library was a great idea. As a result, lease terms were very favorable and the club committed. Starting in October, the membership dismantled the now fairly extensive sectional layout in preparation for its move to the new digs. The library was gracious enough to add lighting and receptacles suitable for its new tenant, and club members slapped a coat of paint on the unfinished drywall.

Finally, during the week of October 16th, the GBAMRC moved into its new 3200 square feet of riverfront property! The space has many positive attributes: large windows on the west end, looking out over the Fox River Trail and Voyageur Park; entrances both on the outside and into the library's lower level; access to bathrooms and meeting rooms; high open-structure ceiling; and dedicated parking. The space is somewhat irregular, allowing for a side meeting/library/kitchenette area and a workshop/storage area, while the layout occupies the main rectangle. The layout sections are being rearranged somewhat, and new sections are being added; public access aisles will be maintained on three sides.



West elevation facing the Fox River; the Club's new entrance is on the right but the lower entry to the library on the left also connects to the Club on the interior.

This new location is a tremendous opportunity for the club. Not only is it in a high-profile, high-quality building, but its connection to the library offers many opportunities for public interaction. The GBAMRC's 501(c)3 tax-exempt status requires a dedication to providing educational outreach; the library board also saw this potential to have their children patrons interact with the club. As this relationship continues, it is expected that the club will be open during certain periods when the library is open, allowing direct public access. In addition, it will be easy (and potentially profitable) to hold special events in conjunction with the many festivals and other activities held in downtown DePere every year.

There is one possible drawback: the club will no longer have easy, next-door-direct access to Engine-House Services and the tempting products within! But the membership is newly energized by the move and the potential new doors it opens. We look forward to sharing this new era with everyone; stay tuned for open house announcements.



Quick shot of layout scene. Stay tuned for a future article with more professional photography!

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WLD OP Session Returns to Waupaca.

Roughly 20 WLD members and friends attended this year's event in Waupaca on Nov. 5th. With the capacity of layouts in Waupaca I think we really could have done better as far as turnout. What's surprising is that we advertised in the major publications as well as via the website and Waupaca is pretty much centrally located in our sprawling division. Where did all the operators go?

Try as we might, there only seem to be a few dozen guys serious enough about operating to wake up early and spend the day on a railroad. The issue that many are missing is that this event is really geared towards new operators. What I would like to see is each "regular" attendee (the person who's there, every year, bring a friend along next year who has never operated or has little experience. What a great way to learn! I have included a few pictures from the session. Hope we see you next year! My thanks to John Poris and Arpad Eiler for hosting and Roger Hildebrandt for planning.



Great Freedom RR President Arpad Eiler (white shirt) watches as Joe Lallensack ties up his train after a long day out on the line. Pete (blue shirt) and Jan (grey shirt) helped as pilots and dispatchers for the new crews.



More Action on the Great Freedom with Phil Herman and Joe working the steel mill above while Scott Payne and Joe De Groot are finished for the day and Scott gets permission for a few pics! The OP Session is a great way to learn from others.



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Wednesday, February 8.....9:00 AM – 7:30 PM
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On The Ready Track



January 15, 2012- WISE Division Meet- Best Western- Brookfield, WI
Info at www.wisedivision.org

January 21-22, 2012- Arctic Run Train Show- Holiday Inn- Stevens Point, WI
Info at: www.trainweb.org/cwmr

January 28, 2012- Tri State Rail Sale- LaCrosse Center - 2nd & Pearl St.
<http://www.nmra-scwd.org/Badgerland>- LaCrosse, WI
info at: www.4000foundation.com

February 18-19, 2012- Mad City Model RR Show- Alliant Energy Center- Madison, WI
Info at: www.nmra-scwd.org

February 19, 2012- WISE Division Meet- Best Western- Brookfield, WI-
www.wisedivision.org

March 3-4, 2012- High Wheeler Train Show- Palatine, IL
Info at: www.highwheelertrainshow.com

March 8-11, 2012- NMRA- MWR Convention- Springfield, IL
Info at: www.railsplitter2012.org

March 11, 2012- Metro Model RR Club Show & Swap Meet
Circle B Recreation -6261 Hwy 60- Cedarburg, WI
Info at www.metroclub.org

March 18, 2012- WISE Division Meet- Best Western- Brookfield, WI
www.wisedivision.org

April 28-29, 2012- Titledown Train Show- Shopko Hall- Green Bay, WI
www.ttsbllc.com

May 5, 2012- NMRA WinnebagoLand Division Spring Meet- Plymouth, WI

*Merry Christmas and Happy New Year
from the staff of The WinnebagoLand Whistle!*



*Photo Courtesy Mark Sachse
Lost Arrow Rd.- Sachse Photo*