

THE WINNEBAGOLAND WHISTLE

THE OFFICIAL PUBLICATION OF THE WINNEBAGOLAND DIVISION
MIDWEST REGION – NATIONAL MODEL RAILROAD ASSOCIATION

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WINTER 2013-2014

Two drunks were walking down a New York City street when one fell down the subway steps. When he got back up top he told his drinking partner, "...boy you got to see that guy's train set in the basement!"

COVER PHOTO:

By Larry Easton

Rhinelanders Railroad Association, located in the basement of an 1892 Soo Line depot at Pioneer Park, played host to the WLD Fall Meet in October. Engine No.5 is part of the Logging Museum & Hodag complex at the park.



IN THIS ISSUE:

Editor's Note	2
Photo Contest Results	2
"A Day on the PRR"	4
Canadian Invasion	5
NRTC Update	7
Team Track	8
On the Ready Track	8

Superintendent's Report

By James C. Cruthers

As I sit here writing the snow is falling and I can see it filling the driveway and sidewalk. It is a perfect day to be working on my layout, or at least preparing a place for a layout. Back in early spring we were considering a move, made an offer on a building and consequently put our home up for sale. As a result, my current layout was dismantled...sigh. Five months later things changed again and our home was taken off the market. We decided to stay put! So, I've been finishing—or maybe I should say building—a room for my new layout and it will have my attention today!

Since my last report I am pleased to say that the Fall Meet in Rhinelanders was a huge success and clearly the people with the Rhinelanders Railroad Association (RRA) and Three Lakes Model Railroad Club (TLMRC) made it so! They did a great job with quality clinics and home layouts, operating model railroads at the event, vendors along with a fantastic banquet and speaker. My hat and my thanks go off to the folks that pulled his event together!

According to Roger Hildebrandt, the November 2nd WLD Operating Session, "will not go down in infamy." There were only nine participants but this did allow for everyone to operate on Eugene Much's layout in Manawa in the morning and Roger Hildebrandt's layout just west of Waupaca in the afternoon. Following the operating session all enjoyed pizza and drinks at the Wheelhorse Restaurant.

Eugene's layout is based on the GB&W, Ettrick & Northern and freelance Little Wolf Central. Switching the paper mill and LWC can be a little like playing chess as you'll need to plan three to five moves ahead.

(Continued on page 3)



Fall Meet Photo Contest

Results from the Fall Meet 2013 Photo Contest, October 12, 2013 at Rhinelander, Courtesy Joe Lallensack, Photo Contest Chair:

Best of Show: Tom Bruss- GTW 4602 at Winchester Road

First Place, Prototype Color Slide: Robert Knobbe- 1964 Fan Trip on the CB&Q

Second Place, Prototype Color Slide: Emory Luebke- CN Train L521, Appleton flats

First Place, Prototype Black & White Print: Brian Wussow- Bridge with snow

Second Place, Prototype Black & White Print: Larry Easton- Going, Going...South Oshkosh Depot

First Place, Model Black & White Print: Erik Kolasinski - #82 waiting for the highball

Second Place, Model Black & White Print: Larry Easton-#4 4-4-0 at Tower BA

First Place, Prototype Color Print: Floyd Schmidt- Shay #7 at Hesston, Indiana

Second Place, Prototype Color Print: Paul Wussow- WC heading south

Third Place, Prototype Color Print: Tom Bruss- IC 9571 at Black Creek

Honorable Mention, Prototype Color Print: Floyd Schmidt- Climax #3 Durbin & Cheat River

First Place, Model Color Print: Richard Hopfensperger- SSB1200 #2418 at Sheboygan Junction

Second Place, Model Color Print: Paul Wussow- Comin' home in the afternoon

Third Place, Model Color Print: Paul Wussow- Machine Shop in the Rockies

Honorable Mention, Model Color Print: Paul Wussow- #1 on High Bridge

We had a very good contest with 32 entries in 5 categories. There were 9 entrants in the contest, many who were first timers. Those who took the time to enter a photo are thanked for their efforts.

My thanks also go to Roger Wurtzel and Mike Eiden for assisting me in the judging. Because of the number of entries, we spent a lot of time closely looking at them and deciding the winners. It also kept me busy after the contest putting together the awards.

You all are welcome to bring your photos for our next contest in spring. We are looking for mounted photos that are between 5x7 and 11x14. We ask that you limit the number of entries to five. Good luck to you all!

- Joe Lallensack

Editor's Note

By Todd M. Bushmaker

Had enough of winter yet? With all the snow and cold Ma Nature has brought to our little corner of the world so far this winter we might be tempted to hibernate, especially since the second-favorite hobby for many of us, the Packers, are not living up to their normal standard either. Still, this time of year brings the joys of Christmas and the promises of a new year. Along with the true "reason for the season" at top of mind, maybe many of you (or your children or grandchildren) are looking forward to finding that new addition to the layout under the tree. Most of us I'm sure are happy to be around the warmth of friends and family as we take a break from the realities of everyday life and reflect on the ups and downs of the past year. Of course, for us crazy basement dwellers winter is our in-season, short days and long nights spent crawling around on a cold floor doing wiring, or kitbashing the latest factory building, or adding that long-delayed subdivision. For the fringe of readers who like the big-scale stuff in the garden, well, I suppose you're stuck with rolling stock maintenance projects until spring. Even the armchair modelers will find enough to do while the white stuff falls outside: check out the CMWR's annual Arctic Run Train Show in Stevens Point coming up in January for example [arcticrun.com]. And the Division will need help as we ramp up to hosting the 2015 Midwest Region Convention in Manitowoc.

Mid-December I put out a reminder that we needed content for this humble periodical, and boy I better be careful what I wish for! Got some great stuff, some of it nearly last-minute, enough that some will have to carry over to the next issue. That's good but don't let it stop you from continuing to send articles, stories, reviews, photos, recaps, news, etc. We have great creative and talented people in this Division whose work deserves an airing and I am more than willing to put it here first! In the meantime please take the time to read this issue's quality content and feel free to either comment back here or directly to the authors.

Hope you had a very Merry Christmas (or Hanukkah or Kwanzaa or Festivus) and a safe Happy New Year... here's to making 2014 a banner year!

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Roger's layout is based on the Soo, GB&W, and freelance Evergreen Hills & Allen Creek set in 1965. With 615 feet of mainline there is room for six different locals to roam the layout at one time.

I told Roger I was very sorry to miss the operating session (we were expecting 30 people at our home – not the ideal day to leave the house) and he said, "Well it looks like lightning may strike twice!" These two layouts and maybe more will be available for operation the evening of the WLD Spring Meet.

Now on to the Spring Meet. Save Saturday, May 10, 2014 for an enjoyable day out Waupaca way! An entire day of learning and camaraderie is what you'll find at this year's WLD Spring Meet. There will be clinics, ongoing demonstrations, an onsite luncheon, seven home layouts, and the Waupaca Depot to see. In the evening several layouts will be open for an operating session. Once the Waupaca group tells us how many participants will be able to take part in the Op Session, those spots will be filled on a first come, first served basis based on early registration for the Spring Meet. The meet flyer will be on the website soon so check back. If you are interested in participating in the Operating Session it is imperative you mark the box on the registration form identifying so and get your registration form in early! The meet is expected to be held at the Waupaca Recreation Center (reservation for the facility cannot be made until after January 1st). Clinics and presenters will include:

- *The Frugal Modeler* by Roger Hildebrandt. Roger will show a dozen and a half things he does, or supplies he uses to enhance rolling stock and scenery without braking the bank.
- *Evaluation of a Layout* by Pay Lyons. Pat's layout has been in model railroad magazines no less than four times. He will explain how the layout evaluated and has grown, plus a new addition under way at this time.
- *Making Rubber Molds* by Gordy Sauve. Gordy will explain his method for making molds for everything from rock formations, stone walls to "your mother's

teeth!"

- *Ongoing Demonstration Table*
- *Painting Cattle* by Chris Stanton. Chris will be painting livestock. Breeds of cattle that are not available at your local hobby shop. He also has them for sale.
- *Fixing Athearn Coupler Pockets* by Mike Eiden. Mike will be fixing those "forever coming loose" metal coupler box covers that Athearn used to use. Cheap and efficient!

The WLD Fall Meet will be held in Marinette, WI and details will be coming. The planning committee met for the Regional Convention the WLD will be hosting in 2015. The dates are set for Friday – Sunday, April 17-19, 2015. The event will be held at the Holiday Inn in Manitowoc, WI. We are expecting a line up of great clinicians, vendors, layout tours, non-rail activities, an operating session and a banquet. Mark your calendars now to hold a spot in your schedule. More details will be coming.

If you have not yet purchased your WLD 50th anniversary box car get your money in soon as they're selling like hot cakes. Now it's time to clear the snow from the driveway and sidewalk.

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Our Day on the PRR's "Middle Division": July 27, 1953

By B.S. Reiter

Prologue

Have you ever experienced one of those moments in your life where it seemed that the gods of providence, fate, and destiny had converged from three different points in the universe to that one instant of rediscovery of a long forgotten memory? Well, just like that black and white pole cat that snuck up behind back in '44, I had been showered with the essence of enlightenment.

After a life long career as a lawyer in Philadelphia, PA, my wife, Jenny, and I had finally decided to retire. And so it happened. One day as I was perusing through several boxes in the attic of our house while preparing for the big move to our condominium in Florida, I spotted, there in the corner, covered with several old doilies that my wife had collected over the years, an old, musty shoebox. I removed the doilies, picked up the shoe box and gently blew the layer of dust off of it. There, on the cover, written with a Number Two lead pencil, it read "Pennsylvania Railroad Pictures, July 27th, 1953". My eyes grew wide and it felt as though a thousand volts of electricity traveled down my arms and loosened the grip that I had on that box. There, spilled before me on the floor, were several color photographs of a railfan field trip that I had taken with my two best friends, Richie and Donnie, back in '53. Until that very moment, I had completely forgotten about that ride with history.....

A stroll down memory lane

By the way, my name is Morris (my friends just call me Mo') and I was born and raised in Port Royal, PA, which is just south of Mifflin. Being born into a railroad family, I had come to learn about and love the lore of the rails. Granddad worked for the three foot narrow gauge Tuscarora Valley Railroad, which ran from a connection here with the Pennsy out to about 30 miles to Blairs Mills. This little railroad, which had the quaint nickname of "Tommy Varner's Little Red Rooster" hauled passengers and phosphate until 1934, when it went out of business. Pop works as a section hand for the Pennsy which enabled me to be hired on for the summers while I attended Penn State University up at State College.

It is now the summer of 1953 and I have recently graduated from college and plan on entering Law School at Yale in the Fall. General Eisenhower is our President, Pop voted for him because he fought in the war while helping to rebuild the French railroads. The Cold War is just beginning and some Senator from Wisconsin by the name of Joe McCarthy is causing quite a stir in Washington trying to uncover Communists. I decided to take the summer off and just relax and hang out with my old high school buddies, Donnie and Richie.

Pop had been talking a lot lately about the eventual demise of the steam locomotive and the facilities that support them,

now that the diesels were making their inroads. He said that the coal wharf at Denholm and the waterpans at Hawstone wouldn't even exist in a few years, they'll just be memories and a bookmark in our local history. Memories, hmm, this got me to thinking. Since I wasn't doing anything anyway, maybe Pop would let me borrow his camera and Donnie, Richie, and I could hit the road and spend some time taking pictures and document a day on the Pennsylvania Railroad from here to Lewistown.

Pop liked my idea, and the boys were up for an adventure. The Lewistown Sentinel said that the weather on Saturday was going to be clear so we decided to make that our day. The only drawback was that Donny had to work at Will's Standard Oil filling station until 11 o'clock that morning, but what the heck, I had to put gas in the car anyway.

Mom already had my lunch packed by the time I got up that morning; meatloaf sandwiches, an apple, and a bag of Utz's Potato Chips (a local favorite from Hanover). She had also filled a thermos with her homemade ice cold lemonade.

The sun was up over the ridges to the east and it was already hot and sticky. It's been a hot summer so far (in fact, it reached a record high of 103 in early September), but the skies were clear today. I grabbed Pop's Nikon S 35mm SLR and some rolls of Agfa color film and headed out the door. Throwing my gear and lunch into the backseat I

(Continued on page 6)



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A Canadian Invasion:

The Niagara Frontier Region's Annual Operating Session Visit Leads to Renewed Interest.

By Mark Preussler, MMR

It's a real struggle for me to find the time and the desire for a layout work session. Unless I am committed to one well in advance, I always seem to find something else to do, especially in summer. While my Soo-based layout has been fully operational for about 7 years now, there's plenty of work left to be done, specifically scenery. This is a problem for many individual modelers outside of a club environment, where specific jobs are usually assigned to various members.

This incarnation of the Soo Line is the second (and trust me, it'll be the last) layout I built on my own. It was originally important to me to do all the work myself, but now I find I'm adding structures and details obtained from friends and customers. Knowing how I **used to** work on my railroad, I'd say there's only 90 days of work left to call it "finished", but do you think I had the desire in 2013 to put my nose to the grindstone and make it so? Of course not. To drag out all the paint, glue, ground foam, etc. just hasn't been on my radar, especially after working on other people's model trains for a living. The sad part is I have all the stuff needed in stock and ready to go. I've also been put to shame by several guys in our operating group (Lakeshore Area Prototype Modelers or LAPM) who have made real headway on additions and scenery over the last year.

Don't get me wrong, I still enjoy my layout. My inspirational problems above are more about choices rather than a real problem with the design of the layout or its operational scheme. The only thing still up for debate in my mind is whether it's better to rough in all the scenery and structures and then operate, or do what most of us do, namely run trains ASAP and work on the layout "in between" operations. The danger in the latter is seeing finished areas in your mind's eye while operating over plywood. Soon, you think it's a pleasing finished scene, when it's really in need of major work.

By now you're probably wondering how Canadians play into my dilemma and solution? Well, as my layout progressed to about 70-percent scenicked and 100-percent operational, I decided that it was time to submit my work to *Model Railroader* for a feature story. It was accepted and appeared in the July 2009 issue. After that, I made all types of friends who wanted to operate. Up until then, my operating consisted of once a year visits from LAPM, and maybe another session for the less-than-critical locals. Now I was afraid to mess up the basement in case one of my "new friends" wanted to visit and run! For a while, it felt like the old days, when I had my first layout. That layout



was much smaller, scenically finished, and I had people over every month to operate. The celebrity of being published dies off, but I still had the feeling that I had accomplished what I set out to do and that the railroad was finished, though nothing could be further from the truth compared to my own standards.

One of the nicest guys I made contact with from the *MR* exposure was Al Crisp, MMR from Canada. Unknown to me at the time, Al leads a group from the Niagara Frontier Region of the NMRA each year to Trainfest in Milwaukee that demonstrates the art of model building. They also enjoy visiting and operating local layouts, so arrangements were soon made for a visit to the Soo on the Friday before Trainfest Weekend. The group that first year numbered over 25 guys. After visiting for several hours, we went out for supper. After a few drinks, I suggested we should get

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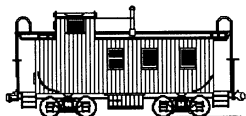
Our Day on the PRR...

(Continued from page 4)

headed out in Pop's two-toned green 1946 Buick Sedan, which he bought when he got home from the war. I picked up Richie and headed to the filling station. This was back in the day of the full service station and gas was cheap, 23 cents per gallon that day. Donnie had already changed out of his work clothes and was ready to go.

We pulled on to Rte. 333 and headed north to our first encounter of the day. Back when I was working with Pop on the section crew, I had seen a wonderful sweeping curve just south of Mifflin. As we pulled up to the four track mainline we could hear the whistle of a westbound train off to our left. By the time I had dropped my first roll of film into the camera, the Y-3 and most of it's coal train had already sped past on track four. Fortunately, an eastbound varnish with a K-4 was bearing down on our location and I took his picture as he met the cabin (caboose) of the coal train. As I panned to my left, I realized that there was a westbound manifest train rounding the curve on track three. What lucky timing as I was able to shoot him as well, as the rear end of the observation car on the passenger train came into view! This was going to be a great day and I knew that we wouldn't have any shortage of trains to shoot, so we headed into Mifflin and set up on the hillside across from the depot.

...Tune in next issue for the rest of the story!



Waupaca Area Model Railroaders

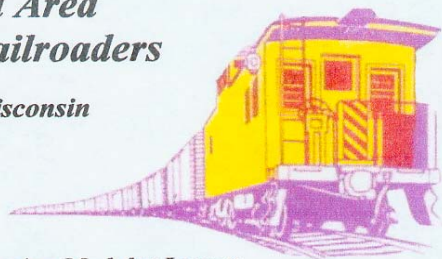
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Canadian Invasion...

(Continued from page 5)

together again the following year for a real OP Session, as about 12 in the group are really into that phase of the hobby. We all hit it off immediately- since I am a Canadian Hoser at heart. Not too many model railroaders have the entire catalog of Rush at their disposal for their Canadian guest to enjoy after all! Then the guys sweetened the deal further by offering to bring "samples" of their favorite Canadian brews along if I'd go along with the operating session. Talk about hitting a nerve! The deal had been struck! This has been an ongoing arrangement since 2010 and I look forward to another OP Session in 2014.

Other than the beer, the benefit for me was seeing what they were building at Trainfest and seeing pictures of their own railroads, some of which wouldn't fit in my 28 x 44 basement. Now, not only was I being put to shame by the fellows in LAPM and Gregg Condon, I was lagging behind Canadians! I was past the tipping point. It was time to get back to work at least once a month and make some progress on the areas of my layout needing scenery. At least I now know that next year I'll have something new for them to look at. I am starting small, maybe a 3 x 5 foot scene. It may be an area that only needs trees and telegraph poles, or it may be complicated with roads, sidings, and structures. With just a few exceptions in my Manitowoc area, the structures will be stand-ins, kitbashed as close as possible in size and "look" of the real building.

It's not a newsflash to anyone that the hobby waxes and wanes during the modeler's lifetime. In addition to the reasons above, I'm sure my desire to work on my railroad as a hobby has been diminished due to losing a lot of modeling friends (including my mentor in the hobby, my dad), over the last couple of years. I came to realize that instead of building my railroad, my hobby had become operating and socializing with other modelers. There's certainly nothing wrong with that, but that's not normally me, who first and foremost would build the railroad to what most would call a high level of completion, then get into operating, and then build some special piece of rolling stock or a structure so I'd have something new to show off to friends each time they visited. That's how I worked 20 years ago and that's what's needed now if I want to finish what I started in 2002.

It's hard to say how long this new interest in finishing my railroad will last. If it lasts over this winter, I'll be looking at lots of new scenery! I would suggest to anyone with a large

Canadian Invasion...

(Continued from page 6)

layout to look at finishing small sections or use the Micro-Scene ideas put forth by Gregg Condon. That sure helped me get over the hump of my inactivity. I'm also teaming up with my brother Marv since I'm satisfied with the quantity of items I built over the last 20 years as far as signature items, and now it's time to work with a few other people so my Canadian crew will be impressed next November.

Looking back into model railroad lore, I remember hearing and reading about the "lawsuit" Don Santel had with Al McClelland over an air-operated hump yard retarder design Don had invented for his own railroad, only to be pirated by Al for the V&O. This lawsuit made Don's day, and knowing that his hump yard worked properly, while Al's didn't, was the icing on the cake. Al named the yard on the V&O Santel Yard, but the lawsuit continued. Sometimes it seems a little friendly competition, real or imaginary, is also needed for me to finish a project. Look around at other layouts and be inspired. I found all the competition and inspiration I needed in my backyard -and the Great White North. Now it's time to get to work on the Soo Line. It sure would be nice to have everything done and looking sharp for the 2015 Regional coming to the WLD.

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NRTC: Adding WI Service?

From The Business News 12/16/13, byline Paul Nicolaus:

The Northwoods Rail Transit Commission (NRTC) continues to gain momentum with the recent announcement of an expanded reach into Michigan's Upper Peninsula. Iron, Ontonagan and Dickinson counties all passed resolutions or motions to join the efforts of Wisconsin's largest rail transit group. According to Wendy Gehlhoff, NRTC chair, "Additional MI and WI counties will be joining in the next few months as we continue promoting the importance of restoring and improving freight rail service so existing businesses can reduce transportation costs and new businesses will consider our region for expansion or relocation."

The main driving force behind the June 23, 2011 meeting that led to the official formation of the commission in May 2012 was the declining level of rail usage on northern WI lines and the rumor that more sections could be either taken out of service or officially abandoned by CN.

Roger Luce, chair of the group, explained that the companies located along the line were used to the Wisconsin Central model as opposed to a Class 1 railroad that typically handles much larger unit trains.

Members of the NRTC have worked alongside the WI Dept of Transportation to quantify potential freight volumes. Gehlhoff pointed to the findings that over 90 percent of the annual inbound freight of 7.9 million tons and outbound freight of 11 million tons in the study area is being shipped by truck, and much of it consists of heavy bulk commodities such as lumber, wood products and non-metallic minerals.

When those figures are considered alongside the main benefits of rail transit, she said that there "appears to be a missed opportunity for strong rail service in and out of the region." Rail transit is safer per mile than other forms of transportation; it produces fewer emissions than truck, water or air travel; and it is three times more efficient than trucks, Gehlhoff said.

She also noted that according to survey results, 43 businesses would be interested in rail service if inactive lines were put back into service, and WI-DOT estimates that those 43 businesses alone could account for an additional 7,100 rail carloads of freight per year.

A case in point is the recent explosion in frac-sand mining in western WI; CN's decision to invest in infrastructure improvements directly related to this spike in demand.

- edited by Todd Bushmaker

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On the Ready Track

- January 18-19, 2014** Arctic Run 2014 Model RR Show & Sale - Stevens Point, WI. Visit <http://arcticrun.com>
- January 25** WLD Board Meeting - Appleton, WI 10am, SLHTS Archives
- February 15-16** Mad City Model Railroad Show and Sale - Madison, WI. Visit http://nmra-scwd.org/Rail_Show_Info.php
- April 26-27** Titledown Train Show - Green Bay, WI. Visit www.ttsbllc.com
- May 15-18** 2014 "Rail Fun" Midwest Region Convention - Schaumburg, IL. Visit www.foxvalleydivision.org/railfun2014/welcome.html





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Jerry Thompson: mrsrwy@wi.rr.com

Hours: Monday and Wednesday Evenings
7:00 p.m. to 9:00 p.m. (or by appointment)

Contact us for your model railroad needs. We carry all model railroad lines and ship orders world wide.

"We're BIG on small details."





**Central Wisconsin
Model Railroaders Ltd**
1828 Marys Drive - Stevens Point, Wisconsin 54481
(715) 341-8228 - phil.jane.gjevre@charter.net

Community Calendar Event

Event Title: **17th 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 1/18/2014 - 9 AM to 5 PM
Sunday 1/19/2014 - 10 AM to 4 PM

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

Season: Winter

Description:

Fun for the whole family. Enjoy a convention center full (16,000 square feet) of trains, trains and more trains. Featured are operating model railroad layouts (some as large as 24' x 52'), a hands-on Thomas the Tank Engine layout for the children, swap/sales tables, hobby shop dealers and vendors. If you are just interested in watching trains, thinking of getting started in the hobby, or a seasoned model railroader there is something here for everyone. On a cold January week-end there is no better place to be than among friendly fun-loving model railroaders.

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

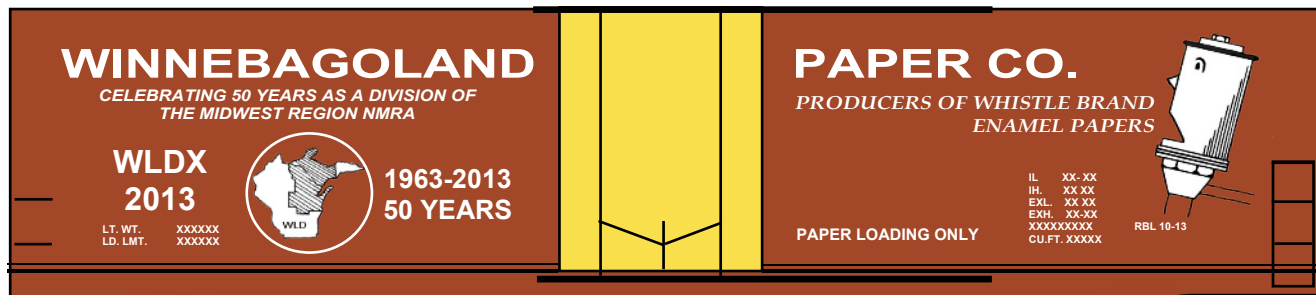
Event Venue/Location 1001 Amber Avenue, Exit 158 East, I-39/51 @ Hwy 10. One mile east on Hwy 10 to Elizabeth Avenue (just past Fleet Farm).

Event Venue/Event Contact: Phil Gjevre, 1828 Marys Drive, Stevens Point, WI 54481 (715) 341-8228, phil.jane.gjevre@charter.net

Event Website Address: www.trainweb.org/cwmmr

50th Anniversary Winnebagoland Division/NMRA Winnebagoland Paper Co. 50' Plug Door Boxcar

PRODUCED BY THE WINNEBAGOLAND DIVISION OF THE NMRA



ABOVE: PRE-PRODUCTION RENDERING OF CAR. BELOW: ACTUAL KIT

In honor of the Winnebagoland's 50th anniversary, we're rolling out a special limited production run HO scale boxcar suitable for the 1960-2000 era modeler -or as a nice collectable.

Accurail's 50-foot welded plug door boxcar (with yellow doors replicating a car designated for "Paper Loading Only"), was chosen with a nod to our newsletter, *The Winnebagoland Whistle*. We feel the name of the company captures the paper-making area we reside in and makes it a car that's more plausible for running on your layout as compared to a pure anniversary car most divisions produce.



The kit features easy construction and comes with trucks and Accumate knuckle couplers. The plug doors glue in place.

Please print and fill out the order form below indicating how many cars you'd like. Send your order to:



WLD 50th Anniversary Cars
37 N. 6th St., PO Box 192
Hilbert, WI 54129-0192

ORDER FORM AND MAILING LABEL

(Please print clearly.)

Mail completed order form and payment to the return address below:

Cars	Quantity	Amount
WLD 50 th . Anniversary Boxcar @ \$20.00		
WI Residents add 5.00% Sales Tax (\$1.00 per car)		
Shipping		
Total Amount Enclosed		

from: WLD 50 th Anniversary Box Cars 37 N. 6 th St. Hilbert, WI 54129-0192 to: Name: _____ Address: _____ City: _____ State: _____ Zip: _____

SHIPPING: U.S.: 1-2 cars, \$6.00; 3-4 cars, \$7.00; 5-6 cars, \$8.00; etc. **Canada:** Add \$5.00 to U.S. shipping costs.

For orders to other countries, please remit U. S. shipping costs plus \$20.00 per order for surface mail or \$40.00 per order for air mail.

Please make checks payable to **WINNEBAGOLAND DIVISION** or "WLD"