

THE WINNEBAGOLAND WHISTLE

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

VOLUME 49, ISSUE No. 2

SUMMER 2016

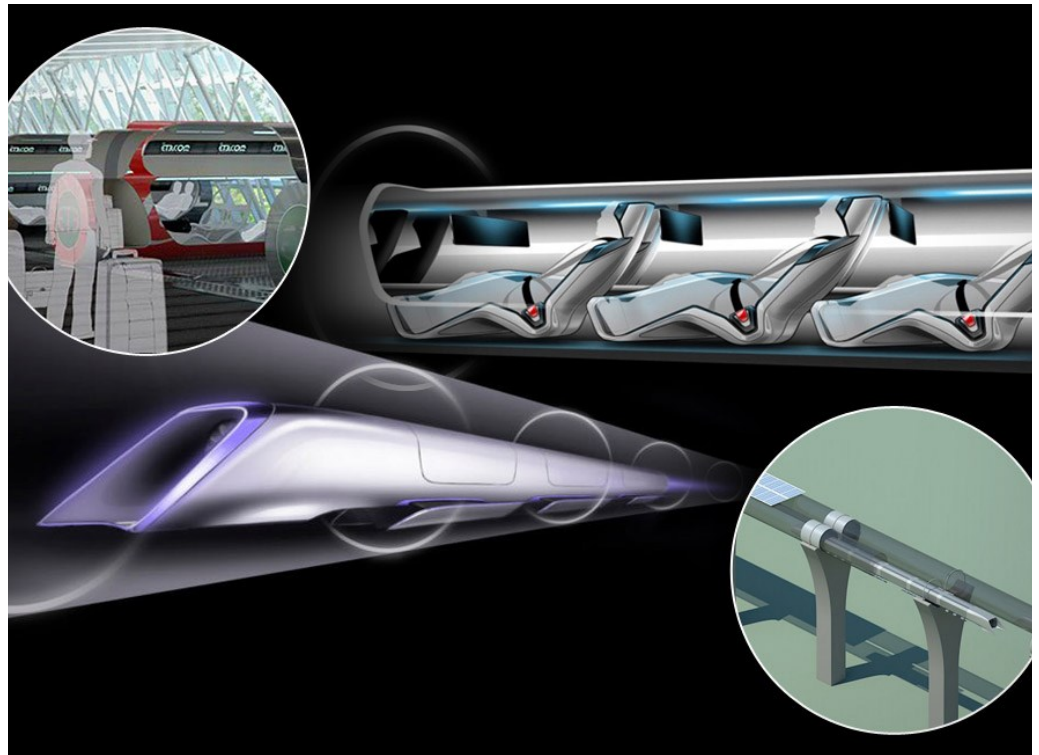
*The introduction of so powerful an agent as steam to a carriage on wheels
will make a great change in the situation of man. -- Thomas Jefferson, 1802*

COVER PHOTO:

A “Hyperloop” concept. Several startups are exploring real-world applications for an idea sparked and championed by Elon Musk, all of which use an evacuated tube and usually some form of electromagnetic propulsion.

If this takes off, will it ever engender the romanticism of what we call “trains”? Will there be an Amtrak version?

Will we see a model of it someday at Trainfest? If so, will there be NMRRA standards? I jest.



IN THIS ISSUE:

Editor’s Note **2**

Meet Your Superintendent **3**

Photo Contest Results **3**

Model Contest Results **4**

The Youngster Challenge **5**

On the Ready Track **6**

Superintendent’s Report

By John Leow

And now, the moment you’ve all been waiting for..... My first report as Winnebagoland Superintendent! What’s that? You say you haven’t been waiting for my first report? Oh, well..... Here it is anyway.

First off, I’d like to thank all those involved with planning the Spring Meet in Neenah. I thought it was a great success, with lots of great clinics, nice contest entries, and good fellowship. I also really enjoyed the layout tours – it was really interesting to see the operating session in full swing at Randy Williamson’s. It was a great way for some of the folks who shy away from operating to get a “low impact” introduction.

Speaking of Division meets and operating sessions, don’t forget to mark your calendars for October 14th and 15th for the Fall Meet in Marquette. I think we’ve got a great line-up for your entertainment, including clinics with modeling and historical topics, operating sessions, diverse layouts, and a tour of Lundin Mining’s Humbolt Mill (that’s where all those black gondolas with white fiberglass covers originate). Be sure to get your registration in early, though – there are limited spots available for the op sessions and mill tour.

Other upcoming events include the annual Fall Operating Session, hosted this year

(Continued on page 2)



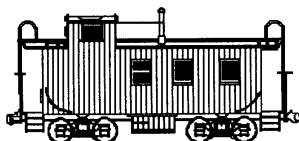
Superintendent's Report

(Continued from page 1)

by the FROG operating group. And the Spring 2017 Meet will be in Plymouth. Keep your eyes peeled for more information and registration details.

Lately it seems that Facebook and other social media outlets are full of criticism of the NMRA and its leadership, questioning its continuing relevance for the hobby in general, and younger (or less experienced) modelers in particular. We need to all remember that our hobby would never have reached the heights it has without the NMRA's push for standardization and innovation. It's also important that we all do our best to make all of our members feel welcome and included. We all need to make an effort to introduce ourselves to newer members, and encourage others to join the NMRA and attend our meets. It's OUR Division and Association, so let's all make an effort to make it the best it can be.

Farewell 'til the next train.



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*Rail Pass offer is for new members and those who have not been NMRA members for two years or more. Individuals can join at Rail Pass rates only once; membership renewal will be at the regular membership rate. Rail Pass members can attend conventions and participate in contests, but cannot vote or hold office and will not receive a New Member Pin.

Editor's Note

By Todd M. Bushmaker

We are in the middle of summer and that usually means a bit of a lull in model railroad activities while we enjoy what seems like an all-too-short warm and sunny season outdoors. However those hot days can mean escaping to the cool basement for some hobby time, like I do with our new Samoyed, Sparkle (don't judge!), who chills out on the cold floor while I putter. I also have a friend who is continuing to build a new layout while convalescing from surgery—no heavy lifting!

The NMRA holds its largest convention during the summer months as well, this year in Indianapolis, as fine and welcoming a Midwestern city as you will find. The NMRA posted some interesting updates on social media as the show went along, including scenes from the National Train Show. Next year it's in Orlando (hot hot hot), with 2018 back in the Midwest in Kansas City.

More locally, the Division's Spring Meet in May at the Neenah Boy's and Girl's Brigade was once again a great time; you can read about it and the contest results elsewhere in this issue. The following month my family and I enjoyed a long June weekend camping in Waupaca while visiting Strawberry Fest and the excellent train show put on by Roger Hildebrandt and the Waupaca club down there. Saturday at the show is usually where we have the summer WLD board of directors meeting, helmed for the first time by our new president, John Leow.

Speaking of which, after several years of dedicated service we bid a fond adieu to James Cruthers, and welcome John as new Superintendent. A new feature of the *Whistle* will be profiles of key Division personnel, and John has graciously submitted a bio for this quarter, including a driver's license-quality photo so you can put a face to the name. He may come to regret that, but we'll see if it sets a trend!

As always, if you have some model or prototype content you'd like to share in the *Whistle*, let me know. Let's see some of your skills, an article about how you creatively solved some problem, an improvement on an existing technique, or even some local CN/WSOR/ELS news and perspective! Until the leaves fall, *keep on trainin!*



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Meet Your Superintendent



John Leow, in his own words:

"I guess you could say I was born a model railroader. My father had an HO layout in the basement of our house in Rogers City, Michigan, and for as long as I can remember I've had an interest in trains. I always took it for granted that everyone had a layout in the basement – it was just part of the house, wasn't it? So, as a youngster I pushed trains around my dad's layout. I got my first train set in fifth or sixth grade,

and with Dad's help I finally got my first layout. It was the traditional 4x8, two-loop, one siding affair, with mountains on one end, and a town on the other. Great fun.

"In high school, the layout got converted to a "championship" ping-pong table (too short, too narrow, and full of gouges), and my train interests took a back seat to typical teen age interests. I say back seat, because I was still interested in trains, and attended my dad's round-robin train group when I could.

"After college, I lived in small apartments that were not conducive to full-blown layouts. I worked on a few switching layouts, and finally joined a local club which had a modular layout that travelled around the UP. After that club folded, a few former members started a less formal round-robin club that still meets monthly.

"I'm currently working on a medium-sized layout in HO/HOn3, set in Michigan's Copper Country and based (loosely) on the Quincy and Torch Lake. Benchwork and lighting valences are in, and now it's just finding the time to get the actual railroad built. My goal is to eventually earn my Master Model Railroader designation, and I think my favorite part of the hobby is scratchbuilding. I abhor electricity and wiring.

"In real life, I'm a retired Certified Public Accountant. I live in Marquette, Michigan, and I'm married to Renee, my (mostly) very understanding wife. I have two teen-aged sons – one of whom is very interested in trains, and one who rolls his eyes every time the topic comes up. My non-hobby interests include reading and woodworking."

— John was elected to the Superintendent's position at the 2016 Spring Meet, succeeding James Cruthers.

Photo Contest Results

Spring Meet 2016 Photo Contest, May 14, 2016:

Best of Show: Richard Hopfensperger- CSX Stack Train at Martinsburg, West Virginia

First Place, Prototype Color Print: Richard Hopfensperger- Former C&NW North Green Bay Yard from overpass

Second Place, Prototype Color Print: Richard Hopfensperger- CN 9615 on Manitowoc Local

First Place, Model Color Print: Richard Hopfensperger- Former L&N unit leads empty coal train

First Place, Model Black & White Print: Erik Kolasinski - Old Days at Goodnow

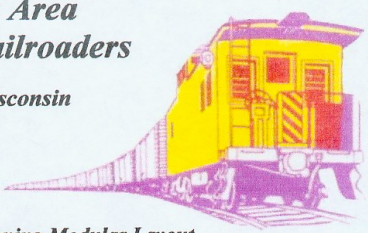
As you may have noticed, we had only two people enter photos in the contest. They entered a total of 9 photos in 4 categories. It sure would have been more satisfying for us to see a few more people bring in their pictures and give Richard and Erik some competition.

We accept photos in 7 different categories; Prototype Color Slide, Model Color Slide, Prototype Black & White Print, Model Black & White Print, Prototype Color Print, Model Color Print, and for those who have a sense of humor about trains, Tongue-in-Cheek. We just ask that you have your prints be at least 5 x 7 but no larger than 11 x 14. Also, prints should be mounted so that they can be handled during the judging process. The limit of entries is five.

Lastly, I'd like to thank Randy Williamson and Dave Jasch in assisting me in the judging. Keep in mind the photo contest when you are snapping pictures this summer and bring them to Marquette for the Fall Meet.

Joe Lallensack
Photo Contest Chairman

**Waupaca Area
Model Railroaders**
Waupaca, Wisconsin



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- Model Railroading Fun
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facebook.

Spring Meet Model Contest Results

By Dave Allen

May 14, 2016; Boys and Girls Brigade, Neenah:

It was a good (but small) show: three good quality models, all Merit level, and a Model Showcase display.

Model Contest participants included Norman "Chic" Hartert and Rich Cooke. The Model Showcase entry was a Sunoco Oil Distributor Office in HO scale, by Mike Eiden.

Models were judged by David Allen and John Leow

Results:



DON STEFFEN BEST-OF-SHOW (POPULAR VOTE)
RICHARD EGGERT BEST-OF-SHOW (POINTS)

1st Place Scratch, Freight Cars

GTW 307143 Evans Coil Car, "O" scale, by Richard Cooke

Cnst 35; Dtl 18; Conf 22; F&L 21; Scr 14; Total 110 Merit*



1st Place Scratch, Structure

DX Gas Station at MI95 and Michigamme R, "O" scale, by Richard Cooke

Cnst 32; Dtl 16; Conf 20; F&L 19; Scr 14; Total 103 Merit*



1st Place, Kit-built, Structures

Aladdin, WY, General Store, "S" scale, by Chic Hartert
Cnst 31; Dtl 15; Conf 21; F&L 20; Scr 5; Total 92 Merit*

**Merit - above the Merit Award level cutoff of 87.5 points*

Comments: The contest had very good quality with all three models being above the merit award cutoff level of 87.5 points. The Achievement Program requires some scratch-built models which are defined as a model with less than 10% commercial parts. But some commercial parts are exempt, such as trucks, couplers, nut-bolt-washers and so forth. The coil car had two commercial parts (two air hoses) and the DX station had zero commercial parts. An awesome achievement!

And the Aladdin General Store is a Raggs-to-Riches kit. But as anyone who built a laser-kit knows, a lot of fitting is still required to achieve a "gap-free" model. Chic did that extra effort with skill, and added extra detail and a great finishing job. He earned that Merit level!

A final note - only a Contest Entry Form is needed for Popular Vote and for Model Showcase entries. Show off your models! Mike did. Until next time -- be well.



The Youngster Challenge

By Charlie W. Getz - NMRA President

[Note: Reprinted from the July/August eBulletin]

I occasionally hear that the NMRA seems unresponsive and does not change quickly. The reality is that we do tend to be slow to change or adapt and seem almost paralyzed at times. The NMRA has never been fast moving nor does it embrace change quickly. Sometimes that can be good as it prevents over-reacting to flash-in-the-pain events but bad if it prevents us from adjusting to major shifts in demographics.

For example, what is our ability to adapt, change and appeal to younger generations? This issue poses challenges that can be difficult to meet. Part of the problem lies in the comfortable nature of doing what has historically worked well although there is ample evidence it no longer is effective. Holding "meets" and convening the same clique of now-seniors doing the same thing year after year may appeal to those in the clique or in their age group, but not to those outside the NMRA or in younger generations.

Here is the dilemma that is not easily resolved. As a member-driven hobby organization, to whom do we owe loyalty? Do we owe loyalty to our existing members who are quite happy with our current programs and approach? Or do we owe loyalty to those younger non-members who represent our future and expect major changes in how we operate? For unlike previous generations, the newest generations seem not interested in the NMRA as presently structured and formulated. That is not the opinion of me as a senior citizen; it is the opinion, as I interpret it, of almost all of the studies and articles done on the newest generations.

And this is not youngster bashing!! Far from it; the younger generations are our future. Also, not all of the younger generations are the same. Gen X/Y differ from Millennials but much of what we currently offer is of limited interest to some in those generations. So, we must discuss what we offer those younger generations realistically.

Just recently, I saw a story about a fraternal organization facing the same challenges as we do. That story related that younger generations did not want to join that fraternal organization, which they perceived a bunch of irrelevant older folks with whom they could not relate. Now think of your last Regional or Divisional meet/event. Same folks?

So what are we to do to reach out to them? Based on the studies, which we have reviewed, in many ways we know what changes must be made to our organization to make it appeal to a broader mass of those younger generations. First, the NMRA must substantially reduce its cost of membership. In fact, free would be ideal. Sec-

ondly, we must offer exclusive features and content appealing to those generations. Third, we must emphasize the hobby in ways that are very different than we are used to in practicing the hobby, especially in technical areas. It goes without saying that going digital is a must. The result would be a major change to the structure and function of the NMRA.

Some urge us to change to meet the expectations of those younger generations. But in so doing, we could alienate and lose a significant number of existing members. That is the dilemma. Do we make the changes we know would work and appeal to younger generations at the expense of alienating and losing a substantial percentage of existing members? That is the problem we face. I think it merits a heartfelt and soul-searching discussion by all of us.

Not that we are without tools within the present structure. The NMRA is the proper organization to encourage and train beginners to our hobby. We decided we have a role to play in this area but also decided not to compete with Kalmbach or WGH, organizations doing a wonderful job of both attracting and educating beginners. Another possible approach is the Maker Faires that have become increasingly popular with younger generations. Maker Faires are events where a range of technical fields is demonstrated often with hands-on examples for audience participation.. I think the NMRA must become more involved in Maker Faires and sponsor a program allowing us to participate in those Faires on an organized basis.

A proposal with great merit is to establish a mentoring program for interested youngsters. Of course, a mentor program can be a most effective way to get younger members to into our organization. But it is also an approach that must be carefully structured in an era of paranoia about older adults interacting with youngsters. One approach, as done in other parts of the world, is to pair a mentor with a close relative of the youngster to ensure the mentoring is done within family boundaries. Some regions have taken this approach and have successfully mentored youngsters. Finally, we could start a new parallel digital organization affiliated with the NMRA that meets the needs of the younger generations. However, are we the right group to do so and why wouldn't someone of that generation start their own group if there were really a need for one?

We all agree that we need to do as much as we can without losing existing members, to reach out to the younger generations and I believe we can do so. Your help and ideas are crucial to this process, so please share them with us.

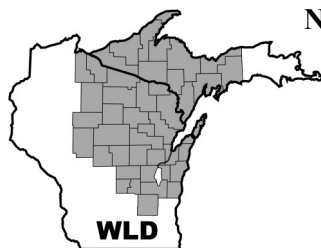
Team Track

Division Officers

John Leow	Superintendent
Mike Wadinski	Asst. Superintendent
Scott Payne	Paymaster
Vern Ehlke	Chief Clerk
John Leow	Division Director

Board of Directors

Wally Rogers	thru 04/17
Roger Wurtzel	thru 04/17
Joe Lallensack	thru 05/17
Dave Nitsch	thru 05/17
Todd Bushmaker	thru 06/17
Dave Allen	thru 09/18
Mary Eiden	thru 09/19
Mike Eiden	thru 03/19
Phil Herman	thru 11/19
Chris Heili	thru 01/20



Committee Chairs

Todd Bushmaker	Whistle Editor, Ads, Circulation, Subscriptions
Marv Preussler	AP Chairman
Wally Rogers	Membership Chairman
Phil Herman	Clinic Chairman
James C. Cruthers	501(c)3 Committee Chairman
Lynn Jasch	Convention Registrar
Vacant	Convention Co-Chairman
Vacant	Convention Co-Chairman
Vacant	Company Store Chairman
Scott Payne (new)	Operating Session Coordinator
David Allen	Model Contest Chairman
Joe Lallensack	Photo Contest Chairman
Mary & Michael Eiden	Co-Webmasters
Rich Hopfensperger	Hobby Shop/Model Club Liaison
Vacant	Scout Coordinator

Please note the vacant positions and let the Superintendent know of any possible interested parties!

Classifieds

[\$10/year per ad]

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On the Ready Track

- September 10** WLD Board of Directors meeting
Soo Line H&TS archives, Appleton
- September 22-25** Soo Line H&TS Convention
Duluth, MN
- October 1-2** Hub City Central Train Show
Marshfield Community Center
- October 14-15** WLD Fall Meet
Marquette, MI
(see attached form)
- November 12-13** Trainfest
Wisconsin State Fair Park



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2016 WINNEBAGO LAND DIVISION FALL MEET
OCTOBER 14 - 15, 2016
EXPLORER ROOMS, NORTHERN MICHIGAN UNIVERSITY

SCHEDULE OF EVENTS

Friday, October 14th:

- 10:00 – 3:00 – Mineral Range Railroad chase/photo opportunities *
- 3:00 – 5:00 – Lundin Mining Humbolt Mill Tour **
- 5:00 – 6:30 – Dinner (on your own)
- 7:00 - ??? – Operating Sessions ***

Saturday, October 15th:

- 8:00 – 10:45 – Registration
- 8:30 – 11:30 – Model/Photo Contests (Judging 11:30 – 12:30)
- 9:00 – 12:00 – Clinics (Schedule and lineup subject to change.)

Modeling Clinics:

- David Allen Preparing a Model for a Contest/How the Achievement Program Can Improve Your Modeling
- Trevor Lloydlee Building Semaphore Signals Using Relays
- Rich Cooke Proto-freelancing the Grand Trunk Pontiac Belt Line in O Scale

Historical/Prototype Clinics:

- Troy Henderson Historic Fayette – Early Iron Smelting in the UP
- Paul Truckey History of Logging in the UP
- Chuck Pomazal History of the Quincy and Torch Lake Railroad

- 12:30 – 2:00 – Luncheon and Program (Jack Deo – Vintage Views of Railroading in the UP - in 3D!)
- 2:30 – 6:30 – Layout Tours

- * Schedule to be Determined. Additional information will be provided to those attendees indicating interest on their registration form.
- ** Limited to the first 20 individuals indicating interest on their registration form. See additional requirements on reverse side.
- *** Limited to the first 21 individuals indicating interest on their registration form. See additional requirements on reverse side.

Admission: Meet Only (Pre-registered or at the door): NMRA Members \$10.00, Non-members \$15.00
 Luncheon - Barbeque Buffet (Pre-registered only): \$13.50

Accommodations: Arrangements have been made with the following Marquette hotels:

Ramada Inn	412 W. Washington St.	1-800-2-RAMADA	\$99.95 - \$109.95
Cedar Motor Lodge	2523 US 41 West	1-888-551-7378	\$69.00 – \$89.00

Pre-Registration Form (Required for Luncheon) - Must be received by 10/01/2016 (Please fill out one form for each attendee)

NAME	NMRA NUMBER	MEET (\$10.00 / \$15.00)	LUNCHEON (\$13.50)	TOTAL

Contact Information: Email Address: _____ Phone: _____

Mailing Address: _____

RETURN THIS FORM AND PAYMENT TO:

Lynn Jasch, WLD Registrar
1850 Adler Way
Green Bay, WI 54303

(Make checks payable to: Winnebago Land Division)

INTERESTED IN.....	YES	NO
Operating Session? (Please fill out info on reverse side) FIRST 21 REGISTRANTS!		
Mineral Range RR Photo Op?		
Lundin Humbolt Mill Tour? (Please see additional info on reverse side) FIRST 20 REGISTRANTS!		

Lundin Humbolt Mill Tour Requirements/Restrictions (FIRST 20 REGISTRANTS):

- Must wear long pants. No capris or shorts.
- Must wear closed toe walking shoes/hiking boots. No sandals or clogs.
- Alcohol, drugs, or firearms are prohibited on site.
- No photos on site.
- Personal Protection Equipment (PPE) will be provided: hard hat, safety glasses, high visibility vest, ear plugs.
- Participants must be able to climb several flights of stairs, steep inclines, walk on metal grating, and tolerate strong odors.

Operating sessions will be held at the following layouts (FIRST 21 REGISTRANTS):

Rich Cooke – Grand Trunk Western Pontiac Belt Line. Rich’s 12x31 foot O scale (two rail) layout is set in and around Pontiac, Michigan in the early 1970s. It features urban scenes, and lots of switching – after all, the auto industry is still booming in Lower Michigan. It also interchanges with the rural Stoney Creek and Romeo. The emphasis is on industrial switching. Up to six operators.

Trevor Lloydlee – Dunnaw Junction. This 46x16 foot layout, set in a small part of the West on England, models British Railways in 3mm scale (British TT). It is set in the mid-1960s steam-to-diesel transition, and is unique in that the operator represents the tower operator, instead of the train crew as we’re used to on American layouts. The emphasis is on managing freight and passenger movements. Up to five operators.

Dave Allen – Pacific and Idaho Northern. Dave’s HO scale layout is set in western Idaho in 1908, and features the Oregon Short Line, Northern Pacific, and Union Pacific as primary railroads. It is 12x13 feet (with a 2x6 extension), and proves that a large area isn’t necessary for spectacular scenery. The emphasis is on mining, way freight, and passenger trains. Up to six operators.

Peter Lloyd-Lee – Freelance, currently unnamed. Peter’s HO scale layout is 13x14 feet, plus closet staging, and is set in the North East U.S. in the Late Steam (1940s) era. It represents a branch line to a port city, with intermediate industrial switching along the way. It features all hand-laid code 70 and 55 track and turnouts. The emphasis is on local freight and passenger trains, with industrial switching. Up to four operators.

A limited number of vendor tables are available for \$5.00, based on space available,. Please include a note with your registration.

If you checked the box on the first page indicating interest in participating in the operating sessions on Friday, October 14, please indicate your preferred layouts below by placing a number (1-4) next to the layouts you’d like to operate – where 1 indicates your first preference, 2 your second preference, etc. We will make every attempt to assign everyone’s highest preferences. Assignments will be based on a first come, first served basis – so get your registrations in early!

_____ Rich Cooke – Grand Trunk Western Pontiac Belt Line. Up to six operators.

_____ Trevor Lloydlee – Dunnaw Junction. Up to five operators.

_____ Dave Allen – Pacific and Idaho Northern. Up to six operators.

_____ Peter Lloyd-Lee – Freelance, currently unnamed. Up to four operators.