

THE WINNEBAGOLAND WHISTLE

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

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Sun shining | Through the train window | Miles from home

COVER PHOTO:

Left to right: Historian Brad Westwood; Utah Gov. Gary Herbert; Clint Schelbitski Union Pacific Vice-President, Public Affairs; Doug Foxley, Spike 150 Celebration co-chair; and Nathan Anderson, Union Pacific director of public relations have a toast as they announce the 150 anniversary celebration of the Golden Spike, at the Union Pacific Intermodal Facility, Thursday, Aug. 16, 2018.

Photo by Rick Egan, Salt Lake Tribune; see story on Page 4.



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Superintendent's Report

By John Leow

I hope you all had a good holiday, and everyone got all the train goodies on their list. Ours was a little disjointed. As I've mentioned before, we have a renovation going at our cottage in Lower Michigan, so I've been spending almost all my time down there trying to keep things moving forward. My wife says contractors are like magicians – one day they're on the job, and then "Poof!" – they're gone. Well, it has definitely cut into my modeling time. I've gotten exactly nothing done on the modeling front since I can't remember when.

This will be a short and sweet column this time, as I'm in a rush to get this to Todd (late again), and there just isn't that much to say.

First of all, officer elections are coming up soon. To make the election easier and cheaper to manage (and hopefully to spur better participation), we're going to run the election electronically this year. Ballots will be sent out via email, so keep checking your inbox for your ballot. Those for whom we don't have an email address on file will still receive a paper ballot, so don't despair!

May will be a busy NMRA month. Our Spring Meet will be held in Stevens Point, tentatively scheduled for May 4th. Roger Wurtzel along with Mike and Mary Eiden are working hard to put together a good program for the day, so be sure to mark your calendars. Keep your eye on the WLD website and Facebook page for the registration form, and please try to register early. It makes it a lot easier on the event planners if they can get a handle on attendance as early as possible. In addition, the Midwest Region convention will be in LaCrosse on May 17-19. This convention is a joint effort with the Thousand Lakes Region, so it should be quite an event.

The Fall Meet will be in the Keweenaw a little earlier than usual, probably sometime in late August or September. There's a lot of planning to do yet, but the area is a treasure trove of historical locations, so keep checking for updates.



(Continued on page 2)

Superintendent's Report

(Continued from page 1)

Once again, as the new year is upon us, it's time to reflect on the prior year and plan for the new one. Last year I challenged myself with some pretty ambitious resolutions. Unfortunately, the challenge got the better of me. This year, I'm only making one resolution: to do better than last year. And if I fail at that, I'm in real trouble.

Till next time.

PTC Update

*By Eric Anderson,
Albany Times-Union*

A deadline to have complex new safety systems operating on the nation's railroads is fast approaching. And while most railroads won't meet all the system's requirements, regulators apparently believe they are making enough progress to qualify for an extension of the Dec. 31 deadline.

Positive Train Control, as it's called, is designed to slow or stop trains traveling too fast or heading for a collision with other trains or toward a misaligned track switch.

PTC would have prevented the deadly derailment of a Metro-North commuter train that killed four passengers and injured dozens on Dec. 1, 2013, safety experts say. It also would have prevented the derailment of an Amtrak train in Washington state that killed three. In both cases, the trains derailed on curves while exceeding the speed limit.

In New York state, Amtrak has installed PTC along the 94-mile stretch of track it leases from CSX between Schenectady and Poughkeepsie and will be "fully compliant" by the end of the year, said Scot Naparstek, Amtrak's chief operating officer, in testimony before a Senate panel in October.

CSX, which owns the tracks Amtrak operates over from Schenectady west to the Pennsylvania border and from Rensselaer east to the Massachusetts border, says it has completed installation of all PTC hardware, including more than 400 radio towers, 1,800 locomotives and 4,400 communication units along its 12,000 miles of track systemwide, and that all required training of 18,000 employees is also complete.

A spokeswoman said CSX qualifies for a two-year deadline extension from the Federal Railroad Administration to focus on the system's interoperability with tenant railroads. "(T)he majority of Amtrak trains are now running with active PTC on the CSX network," she added.

Amtrak said that by Jan. 1 it expects that all Amtrak-owned or controlled track would have PTC in operation, except for three miles of slow-speed track near its Chicago and Philadelphia terminal areas, and that it also would have PTC operating on 16,000 miles of host railroad-controlled tracks.

FRA officials in Washington, D.C., couldn't be reached for comment.

View From the Cab

Your Editor

This Christmas our under-the-tree train was reduced to a cute but sad set of McDonald's Happy Meal toys collected by my kids over the last couple years. This isn't entirely bad; while I want to maintain a holiday train presence somewhere, I also have three preteen forces of nature, a curious cat, and a dog who doesn't care about the tree or anything around it as she chases said cat. So I need something essentially disposable that can also make way for the presents that usually don't have trains inside.

In the early past we did try to repurpose my wife's long lost bicentennial Lionel set for Christmas duty, but years of neglect meant it was mostly static anyway. Then my well-meaning mother found a G-ish-scale plastic animated Santa Train set which served reasonably well for a few years until the plastic snap-together rail joiners couldn't take the stress anymore. We tried a couple cheap Chinese Walmart circles after that, each one worse than the last.

So we kind of gave up recently, satisfied to have token train decorations in some other form, whether a light-up winter wonderland canvas on the wall or our brass stocking hangars on the mantle. In our busy life without much time for the modeling aspects, we do have acknowledgements in the background that the hobby still holds a lot of meaning for me.

Nowhere is that more important for us than organizing and running the Tiletown Train Show. This April will be the last at Shopko Hall, between the arenas as it were, in Green Bay. Literally the next days after our show wraps up, crews will begin demolition of the facility (the geezer Brown County Arena will start coming down earlier in April), to make way for the huge new expo hall building to follow.

We have secured an alternate facility for 2020, the KI Convention Center in downtown Green Bay, but the show will be one weekend earlier that April. It will be smaller and more compact, but the parking will be free and we'll be right across the river from the CNW depot. We will share more details at this year's show. We're not sure exactly what the future holds once the new building is ready, but we are keeping options open and have every intention of keeping TTS going.

In the meantime, enjoy the Stevens Point and Madison shows, and please feel free to join our board meeting on January 12th in Appleton. And think spring!

Until next time, keep on trainin'! —Todd
tbushmaker@sbcglobal.net

Autonomous Freight!

By Megan Geuss, Ars Technica

In December, major mining corporation Rio Tinto reported that its AutoHaul autonomous train system in Western Australia had logged more than 1 million km (620,000 mi) since July 2018, S&P Global Platts reported. Rio Tinto calls it's now-fully-operational autonomous train system the biggest robot in the world.

The train system serves 14 mines that deliver to four port terminals. Two mines that are closest to a port terminal will retain human engineers because they are very short lines, according to Perth Now.

The train system took ten years to build and cost Rio Tinto AUD \$1.3 billion (USD \$916 million) to implement. The trains are remotely monitored by a crew located 1,500 km (932 mi) away in Perth.

According to the mining company, the autonomous trains make sure the rails are clear ahead and monitor internal systems as well, checking for faulty wheels or couplers and bringing the train to a stop if there's a problem.

The autonomous train system will allow Rio Tinto to cut down on the number of stops that the 2.4 km (1.5 mi) long, iron ore-hauling trains have to make to change drivers. Prior to the operation of the autonomous train system, the mining company shuttled train drivers 1.5 million km per year (932,000 mi) due to shift changes. "The average return distance of these trains is about 800 km with the average journey cycle, including loading and dumping, taking about 40 hours," S&P Global Platts wrote.

Additionally, the trains will be able to run six percent faster "by removing acceleration and braking variations caused by human drivers," per Perth Now. Rio Tinto expects that its AutoHaul system will allow it to increase the region's iron ore production capacity by 20 million tons.

Freight has been a prominent target of autonomous vehicle research, although in the US most of the hype surrounds freight trucks, which could be run in platoon formation to cut down on highway traffic.

Paasche Moves to WI

By Arthur Thomas, BizTimes Milwaukee

Paasche Airbrush Co. is leasing more than 42,000 square feet from Zilber Property Group at 9511 58th Place in the Business Park of Kenosha to relocate its operations from Chicago to Wisconsin.

A family-owned company founded in 1904, Paasche Airbrush manufactures artist airbrushes, industrial spray guns and spray booths. Vallie Pettersen, Paasche Airbrush president, said the company is best known for its artist airbrush used for everything from model railroads to applying makeup or temporary tattoos and car detailing.

Pettersen said much of the company's manufacturing is now automated with the advancement of CNC machining. Paasche Airbrush does have around 30 employees and hopes to retain as many as possible with the move, but Pettersen added the company will also look to hire new employees.

"We're excited to make the move and plan to be there by the end of the year," she said.

Higher taxes and "crazy politics" prompted the decision to make the move, Pettersen said. She added her two sons, who run the day-to-day operation, went to college in Wisconsin and the family also has a home on Washington Island, so they already have a connection to the state.

Paasche Airbrush owns its current facility 4311 N. Normandy Ave. in Chicago, but Pettersen said it is larger than what the company needs. Leasing the new facility in Kenosha, which the company hasn't previous done, will provide additional flexibility in the future, she said.

The company is not receiving state tax incentives to make the move. Mark Maley, a spokesman for the Wisconsin Economic Development Corp., said the agency did have conversations with the company but a deal never materialized.



Golden Spike 150th Anniversary

By Lee Davidson, Salt Lake Tribune

So, Gov. Gary Herbert, what is Utah going to do with the \$1 million that Union Pacific Railroad is donating to the state?

“This is going to help us have a party and celebrate like it’s 1869,” he said Thursday of the plan to mark the 150th anniversary of the May 10, 1869, completion of the First Transcontinental Railroad at Promontory Summit — when the country cheered and rejoiced at the final telegraphic message.

Union Pacific announced Thursday that it would match the \$1 million appropriated by the Legislature for upcoming celebrations. Officials outlined some highlights — including the return of the original golden spike, and a visit by the world’s largest steam engine.

Herbert and Union Pacific officials even celebrated early by drinking bubbly in front of an engine, as some did during the big celebration 150 years ago — except Utah’s governor, who is a Latter-day Saint, drank sparkling apple cider.

Doug Foxley spit it out, joking that he didn’t realize it was nonalcoholic. But the chairman of the Spike 150 commission, which is organizing the celebration, acted drunk with excitement as he ticked off a list of events the state has planned.

He vowed that it will be “the biggest and best party ever held in the state of Utah. I mean, move over Winter Olympics ... we’re bringing back the golden spike,” the last rail driven to complete the railroad.

Herbert said about the transcontinental railroad: “What a feat. This was done during the Civil War. ... It changed transportation. It changed the way we did business forevermore.”

Herbert added that completing it here also made Utah the literal crossroads of the West, a nickname the state and some of its cities claim. A new inland port in Salt Lake City may use rail, trucks and planes to increase international trade, he said, and make Utah “the crossroads of the world.”

Among some events outlined by Foxley and Union Pacific:

- A program and re-enactment of the final spike’s driving on May 10 at Golden Spike National Historic Site, which soon may become Golden Spike National Historic Park. A bill by U.S. Rep. Rob Bishop, R-Utah, to make that change has passed in the House and is pending in the Senate.

- A live hourlong program will be broadcast to Utah’s schoolchildren, and Foxley said it will include a choir of children from every county in the state.
- From May 9 to 11, Union Pacific will bring the “Big Boy,” the world’s largest steam engine, along with other steam engines, for display in Ogden. The Big Boy is as long as a modern diesel engine, a school bus and a sedan — combined.
- The Utah Symphony, along with the Sacramento Symphony, the Reno Symphony and the Omaha Symphony — representing key cities on the transcontinental railroad — commissioned a musical piece by composer Zhou Tian for the celebration. The Utah Symphony will give the work’s local premiere May 18 and 19 at Abravanel Hall.
- On the evening of May 10, Foxley said, “There is going to be a major cultural celebration in Salt Lake City at the [LDS] Conference Center with the Utah Symphony, the Mormon Tabernacle Choir and a major guest artist.”
- From Jan. 27 through May, the Utah Museum of Fine Arts will host an exhibition of more than 200 photos and stereographs of railroad construction, shot by Andrew Joseph Russell, photographer of the Union Pacific, and Alfred A. Hart, the photographer for the Central Pacific.

More events are listed and will be added at spike150.org.



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Speaking of Golden Spike

By Eric Frandsen, Cache Valley Daily

PROMONTORY SUMMIT – The current federal government shutdown is affecting an annual event in Box Elder County this week. The Winter Steam Festival at Golden Spike National Historic Site was scheduled to take place Dec. 28, 29 and 30.



“Due to the federal government shutdown Golden Spike National Historic Site has cancelled the 2018 Winter Steam Festival,” says an alert on their website.

Another alert says the site’s website will not be updated and may not reflect current conditions. It also says some national parks will remain open during the shut-down but access could change without much notice. Other parks are closed completely.

“For most parks, there will be no National Park Service-provided visitor services, such as restrooms, trash collection, facilities, or road maintenance,” the alert says.

The Winter Steam Festival features locomotive No. 119 making five demonstrations throughout the day. Holding the festival in December allows visitors to see more of the steam coming out of the trains than they would normally see during the summer. Free hot chocolate was going to be handed out and a ranger program, “It’s Snow Challenge: Snow Removal on the Transcontinental Railroad”, was scheduled to educate visitors on how snow was cleared from the tracks and the difficulties encountered by the Central Pacific Railroad as they built across the Sierra Nevadas.



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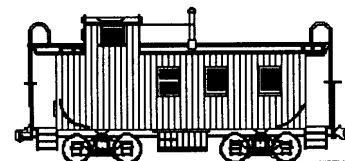
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Team Track

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Todd Bushmaker	Asst. Superintendent
Scott Payne	Paymaster
Vern Ehlke	Chief Clerk
John Leow	Division Director

Board of Directors (terms thru 04/19)

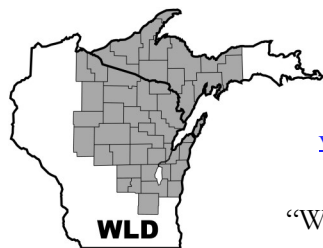
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Dave Nitsch	Todd Bushmaker
Dave Allen	Mary Eiden
Mike Eiden	Phil Herman
Chris Heili	Rich Hopfensperger
Andy Dorsch	

Note that we are actively looking to fill additional Director positions!

Committee Chairs

Phil Herman	Financial Review
Todd Bushmaker	Whistle
Marv Preussler	Achievement Program
Wally Rogers	Membership
Phil Herman	Clinics
Lynn Jasch	Convention Registrar
(Vacant)	Convention Chair
(Vacant)	Company Store
Scott Payne	Operating Sessions
David Allen	Model Contest
Joe Lallensack	Photo Contest
Vern Ehlke	Technology
Paul Hillmer	Social Media
Michael Eiden	Webmaster
Rich Hopfensperger	Hobby Shop/Model Club Liaison
(Vacant)	Scout Coordinator

Note that these positions need not be Directors; any member in the Division may chair or participate in these committees!



www.wld-nmra.com

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NMRA"

Timetable

- January 12**
10:30am WLD Board Meeting
SLHTS Archives, Appleton
- February 2-3** Arctic Run Train Show
Holiday Inn Stevens Point
www.thecwmarcticrun.com/2016-show-information/
- February 16-17** Mad City Train Show
Alliant Energy Center, Madison
<https://www.nmra-scwd.org/scwd-events.html>
- Date TBD** WLD Spring Meet
Stevens Point, WI
Details to follow soon, watch our Facebook page and your email!
- April 27-28** Titledown Train Show
Shopko Hall, Green Bay
<http://www.ttsbllc.com/index.html>

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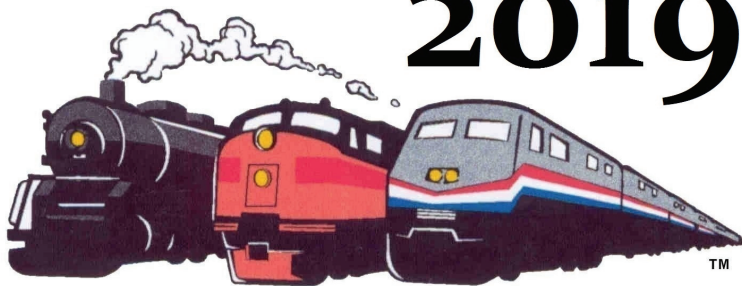
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