

The WinnebagoLand Whistle

The Official Publication of the WinnebagoLand Division
Midwest Region- National Model Railroad association

VOLUME 57, ISSUE No. 1

FALL, 2024

Photo

Photo courtesy:

Mark Preussler,
MMR



Soo Line train no. 1, an all-stops passenger local, is looking for riders at Dale WI in this scene on Mark Preussler's HO scale Soo Line layout. The depot was scratchbuilt by Mark with plans from the Soo Line Historical and Technical Society while the locomotive is a H-23 class 4-6-2 built by Pacific Fast Mail. Soo Line nos. 1 and 2 operated between Chicago and Stevens Point and were among the last trains regularly assigned steam locomotives on the system. They lasted into the mid-1950s, the era which Mark models.



Superintendent's Report

Paul (Tree) Hillmer

Fall is coming and then the cold wind of winter will arrive. While many people cringe at that thought, we modelers cherish it! Great time to spend on our hobby and run lots of trains. So, get those projects lined up and enjoy train time when the snow flies. But first, we have several events before snow shoveling begins.

Our Fall Meet is set for Saturday October 5 in North Fond Du Lac. The Fond Du Lac Society of Model Railroad Hobbyist will be our host. It's been a long time since we held a meet in Fond Du Lac so a huge thank you to our hosts. We will have morning clinics along with model and photo contests. Phil Hermann has worked hard setting up some awesome clinics. I am hoping some of you will have modeling projects for John Leow and Rich Cooke and photos for Joe Lallensack to judge. We need to keep those guys busy! Lunch will be provided as extra fare by the local cub scout troops.



And of course, layout tours are being set up. The Ripon Club and FDL Club will be open for us as well as Bruce Roger's BN Montana layout, soon to be published Matt Gellin's CN layout, Tom Davids new CNW layout, and Andy Dorsch's Mascoutin Valley Railroad (as seen on Facebook and pod casts). These will be a treat! The location is: North FDL Community Center, 280 Garfield St, North Fond Du Lac.

The 2025 Meets are also coming together. Phil Herman is working with The Sheboygan Society of Model Railroad Engineers and the date will be in early April for the Sheboygan area. Phil hopes to finalize this in the next month or so. Dave Rickaby is busy working on the Fall 2025 for Marinette Menominee. Date TBD.

Our 27th Annual WLD Operating Day is set for Saturday November 2 in Green Bay. Luke Lemmens is working with me and will be hosting on his incredible double-deck layout. Mike Wichowski will have his multi-deck Denver Rio Grande layout open, and we will be talking to the Green Bay Club too. I am excited to put this together. All division members are welcome to attend. Novice or expert! If you are new to operating, we will team you up with someone who is experienced. We have not been in GB for a long time, and it is a fun day for a whopping \$5 WLD donation.

And finally, we will be getting back to our bimonthly Workshop Wednesday Zoom meetings. Check out the Winnebagoland Division Facebook page for details and the list of upcoming events in this issue for dates. If you want to do a presentation during one of our Zoom meetings, please reach out to Phil Herman or Vern Elke.

And that is all for this issue. I hope everyone had a wonderful (but wet) summer!

In This Issue

Gerry Ring, Whistle Editor

It is the beginning of a new volume for The Whistle (Volume 57) and a new season for the Winnebagoland Division. The Division Board is busy preparing for an exciting year of meets, tours, operating sessions, and Zoom meetings.

Paul Hillmer has written a new informative "In the Hopper" about operating his model railroad. Paul is very enthusiastic about operating and with good reason. Operating is fun and it can be an excellent

way to develop puzzle solving skills. As a matter of fact, the computer game, FreeCell, is very similar to operating a model railroad and requires similar skills.

The first time that I experienced operating on a layout was at Dick Eggert's (MMR #64) Palisades Mining Company Railroad in 1983. Prior to this experience, model railroading for me was about model building and collecting. I was amazed of the challenge that it took to take a small train half-way around Dick's layout, switch all the cars and bring it back to the yard. After that night, my focus on building a layout was operating.

John Leow is enthusiastic about producing highly detailed models and in his article "Observations at the Quincy", he explains how to discover those details by restoring historic railroad equipment. It is a good read, and I am betting when he does, he leaves his X-ACTO knives at home.

Off the Bench describes how to improve your 3D printer filament feeder mechanism by printing a simple spool hub that is used in conjunction with a rotating filament spool holder.

In The Hopper

Paul Hillmer

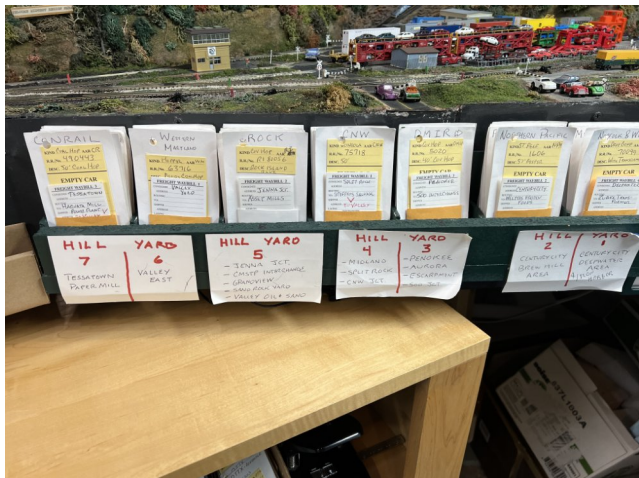
Since 1997, I have operated my N scale Badger Mid-Western layout using a car-forwarding scheme with car cards and waybills.



Car card with waybill and pick-up marker inserted in the pocket.

Car cards list all the identifying information about a freight car, while the waybill has the car's destination information and is inserted in the car card's pocket.

At the beginning off an operating session, each train has a stack of car cards listing all the cars in the train.



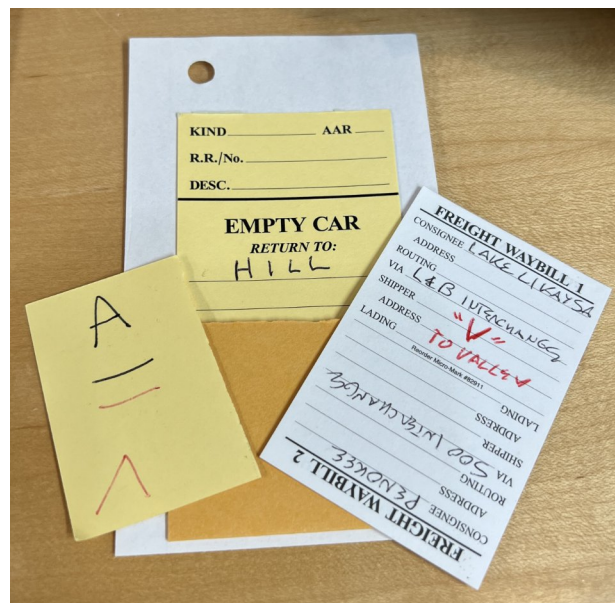
Seven trains in Hill Yard ready to start operating.

My car cards are fabricated from 3x5 index cards with yellow "coin envelopes" forming the pocket and Micro-Marks's commercially available car cards glued to the index card. Micro-Mark's waybills are then inserted into the pocket such that a single destination is seen on the waybill. By flipping the waybill end-for-end and/or back to front, four destinations appear on each card. Thus, one car-card/waybill combination can be used for four operating cycles.

What I like about waybills, is the ease of using them to control car forwarding, if you see too many cars going to say, the paper mill, you simply flip the card to the next spot and send it there. And you can swap waybills between cars so that the same car is not showing up at the same spot. Plus, I found it a great way to keep "track" (pun) of the inventory of your rolling stock and keep records on what kind of car and maintenance on the back of the car card.

When I got things set up, I just used the simple 4-way flip waybill with car going to a spot and coming back on the next cycle. But I did not like the limited moves. So, I decided all cars would come back to Arrowhead (west staging) making 4 spots on the cards. I then decided that some cars should go east to Valley Yard staging. But how to flag it? At first, I would use a red pen "V" on the waybill to indicate it went back to valley. But that was easy to miss, so I began using the yellow cut off the waybill car info and mark A on top and V on bottom. This not only was easier to spot, it also was

easier to see if the car needs to be picked up. When the waybill is front of the yellow marker, it is to be spotted. When ready for pick up, you simply slide the yellow card in from of the waybill! And by having some cars going east to Valley, it added even more moves to the simple waybill.



Car card with waybill and pick-up marker.

My old Badger layout had one interchange with the CNW. When I built the current Badger, I added four interchanges. SOO, CNW, Lakeshore & Beecher (Bill Moede's HO layout), and Milwaukee Road. Recently I began pulling off the cars at these interchanges for one Operating Cycle and put on the interchanges the cars from the previous operating cycle. Not only did this add to the realism of cars going somewhere off the layout, but it was also a good time to weather and work on the cars when off the layout.

Then I decided to orange tag at random cars coming into Arrowhead to see transfers to the GN "pokey" Yard. The next op cycle, the cars would come back to Arrowhead to be blocked. I have a flip card at Arrowhead showing every 6, 7 and 8th car goes to pokey, and it is random. It does help lessen my locals from becoming too big. And added an even more fun blocking cars at Arrowhead for the next operating cycle, In the future I may also pull these cars off the layout for one operating cycle. It also gives me an excuse to buy more rolling stock.

In the next "In the Hopper", I will describe forwarding 130 Badger iron ore cars.

The next WLD annual operating day will be held on 11/2/24 in Green Bay. Luke Lemmens SOO

Line will be operating. Luke uses waybills and signals via his computer dispatching area. Also, the huge Moffat Tunnel RIO Grande Mountain Railroad of Mike Wichowski will be open in the afternoon. If we get enough singed up ahead of time, we will hopefully have the Green Bay Model RR Club open to operate. They use a switch list system for operations.

Please join us in Green Bay this November. If you are a novice, do not worry. We are all friends and will team you up with an experienced operator. Let us keep this fun event going. Look for Facebook Event for sign up and the registration sheet is on the NMRA WLD web site.

Observations at the Quincy

John Leow

For the last several years, I've had the opportunity to volunteer at the Quincy Mine Hoist Association in Hancock, Michigan. Chuck Pomazal and his crew - "Charles and the Railroaders", as we've become known - have taken on such projects as the cosmetic restoration of Quincy & Torch Lake locomotive #6, the restoration of the tender for Q&TL locomotive #5, and the rehabilitation of the Q&TL water tank. We're currently working on the restoration of the tender for Q&TL locomotive #1 and have also started on the reconstruction of rock car #36.

One of the neat things about volunteering on projects such as these is the opportunity to get a glimpse back in time at the way things were done one hundred-plus years ago. I never really thought about how an arch-bar tender truck was put together until we had to reassemble one. (It was especially interesting to see that the unsprung trucks under #5's tender weren't really designed to swivel; the leaf spring arrangement between the truck and frame prevented it.) We also sometimes get more personal insights, like the cold chisel we found inside #5's tender frame (we figure it had been there for at least 80 years, probably more), or the lay-out marks the carpenter made on #36's side sill when he was marking out the mortises for the side truss, perhaps over 100 years ago.



Portion of the side sill from rock car #36 showing the original layout lines for a mortise for one of the upright side posts. These were marked out using a knife and/or a carpenter's marking gauge, then opened with an auger drill and chisels.

And one of the most humanizing was the dowels used to plug the mis-drilled holes in the frame of #36. We're not the only ones who screw up now and then!



Portion of one of #36's frame cross beams, showing the dowel used to plug an incorrectly drilled hole. Note the bolt next to it, which is in the correct position. This was one of the eyebolts that acted as a hinge for the car's hopper door.

Another interesting piece of history that goes unnoticed most of the time are the markings on the wheels of freight cars and locomotives. At the Quincy there are several surplus rock car trucks at the engine house on which these markings are very noticeable. They include the manufacturer and the date of manufacture but are also marked for the railroad – in this case, the Q&TL (or Quincy Mining Co.). So, a little 6-mile tram road still got enough notice from AC&F to get their name cast on their wheels! The dates are notable, too, in that they range from the early 1900s right up to the close of the mines in the mid 1940s.



One of rock car #36's trucks. Note "Q M Co." and the date molded on the inside of the wheel.

During the process of cleaning up the trucks from rock car #36, we noticed the wheels were lettered for "C&MRRR". We couldn't figure out what railroad that was, but then we rolled the truck forward and realized that the lettering was actually "H&C&MRR". Ah, now THAT made sense, as similar cars were built for the Hancock and Calumet Railroad, which was eventually merged into the Mineral Range railroad. These wheels were evidently made for the H&C/MRRR after the merger but before the Mineral Range was purchased by the DSS&A and standard gauged. (The Q&TL bought a batch of surplus cars from the Mineral Range at that time.) These wheel sets must have been swapped around during one of the Quincy & Torch Lake's regular rebuilding. The Q&TL's equipment took a terrible beating and required frequent heavy repairs.



Wheel from rock car #36, showing "H&C&MRRR" and "American Car & Foundry Chicago" markings.

The locomotive and tender wheels are from the Griffin Wheel Company, which was founded in 1877 and by 1923 was shipping over 1.5 million wheels from 13 plants across the country. It is now owned by Amsted Rail Company, Inc. The freight car wheels are from American Car & Foundry, which was formed in 1899 through the merger of thirteen smaller railroad car builders. (Two of these were Wells and French, which was the original builder of rock car #36; and Michigan-Peninsular Car Company, which built the similar H&C cars mentioned above.) Today it is known as ACF Industries LLC and is still building railroad cars.



Outside of one of the tender wheels from locomotive #1. Again, Griffin's Chicago plant.

So next time you're around "a bunch of old railroad equipment", take notice of some of the small details. While they may be too small to incorporate into our models, they're still interesting and help us connect to the people and places from decades – even centuries! – past who built the railroads that we're so enamored with today.

Off the Bench

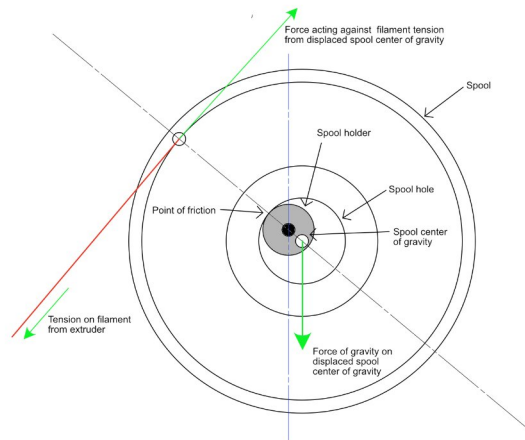
Gerry Ring

To accommodate a wide variety of filament spool hole sizes, the spool holder on a typical 3D printer is considerably smaller than the hole of filament spools.



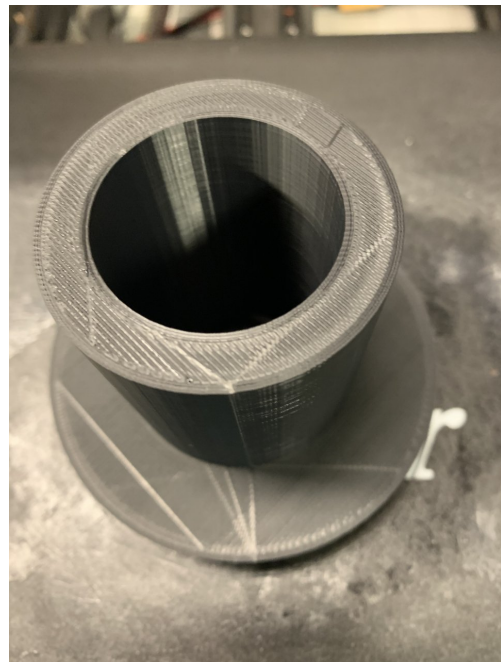
Filament spool sitting on a non-rotating spool holder.

This situation creates two problems with the delivery of filament to the extruder head. First, the spool can wobble on the spool holder depending on the position of the filament on the spool. And second, the spool's center of gravity is displaced as the filament is pulled by the extruder feeder creating a force working against the tension on the filament that causes the spool to rotate backwards when the extruder head retracts the filament. The later problem will cause the filament to pull away from the extruder causing defects in the printed object or filament pullouts from the extruder head.



Force opposing filament tension created by displaced center of gravity.

For smooth feeding of the filament to the extruder where the spool does not rotate backwards, the spool's center of gravity should be coincident with the center of the spool holder. In other words, the axes of rotation of the spool and the spool holder should coincide. To accomplish this, a spool hub can be printed to make the diameter of the spool hole identical to diameter of the spool holder. The design of the spool hub can be a simple cylindrical tube. Depending on the spool's design, a flange might be necessary such as this hub designed for COEX's filament spools.



Simple 3D printed spool hub.

The problem with this design is that the hub's hole must be large enough to allow the retaining flange on the spool holder to pass through. This design will reduce the amount of force acting against the filament tension but will not eliminate it. Furthermore, since most spool holders don't revolve there is also considerable friction between the hub and spool holder.



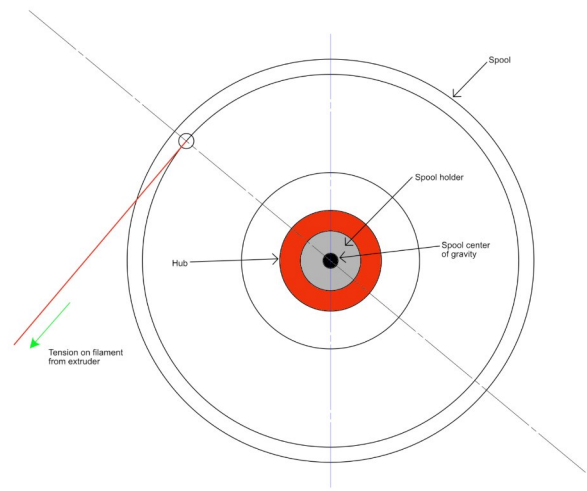
Spool hub slid onto non-rotating spool holder.

A rotating spool holder with ball bearings solves the friction problem, and printing the spool hub as two halves allows the spool hub's hole diameter to match the diameter of the spool holder.



Split hub design with rotating spool holder.

The result is filament feeding that is entirely guided by the tension applied on the filament by the extruder.



Filament tension from extruder with no opposing force.



Filament spool does not rotate backwards with split spool hub.

Wisconsin & Michigan Model RR Club Applies to Display at the Amherst Railroad Hobby Show

The Amherst Railroad Hobby Show is held on the Eastern States Exhibition Fairgrounds in West Springfield MA. It covers 350,000 square feet in four building. The 2025 show will be held January 25-26 with set up on January 24. Their web site is <http://www.railroadhobbyshow.com>.

The Wisconsin & Michigan Model RR Club has applied to exhibit our portable layout at the 2025

show. We should know by the end of September if our layout has been accepted for display.

We could use additional people to help set up, operate, and take down the layout. We are inviting members of the WLD to join us on our Bucket List adventure. Transportation, lodging and meals are on your own.

If you are interested or would like more information, please contact Roger Wurtzel at rwurtzelrr@gmail.com or 715-340-0859.

Officers and Volunteers

<http://www.wld-nmra.com/?action=personnel>

Division Officers

Paul Hillmer	Superintendent
Phil Herman	Asst. Superintendent
Paul Mastalir	Paymaster
Vern Ehlke	Chief Clerk
Paul Hillmer	Division Director

Board of Directors

(terms thru 06/2025)

Division Officers (above) PLUS:

Al Archer	Fred Firkus
Dave Nitsch	Mike Eiden
Gerry Ring	Joe Lallensack
John Leow	Mary Eiden

Committee Chairs

Gerry Ring	Whistle Editor
Gerry Ring	Membership Chair
John Leow	AP Chair
Phil Herman	Clinic Chair
Paul Hillmer	Operating Session Chair
Paul Mastalir	Company Store Chair
Richard Cooke	Model Contest Chair
Joe Lallensack	Photo Contest Chair
Michael Eiden	Webmaster
Paul Mastalir	Scout Coordinator
Paul Hillmer	Social Media Chair

Event Calendar

<http://www.wld-nmra.com/?action=onTheReadyTrack>

October 5, 2024

WLD 2024 Fall Meet
North Fond du Lac

November 2, 2024

WLD 2024 Operating Session
Green Bay, WI.

November 13, 2024

Workshop Wednesday
Zoom meeting

January 8, 2025

Workshop Wednesday
Zoom meeting

January 11, 2025

WLD Board Meeting
Arctic Run Train Show, Stevens Point, WI
Zoom meeting at 10:30 AM.

March 12, 2025

Workshop Wednesday
Zoom meeting

May 14, 2025

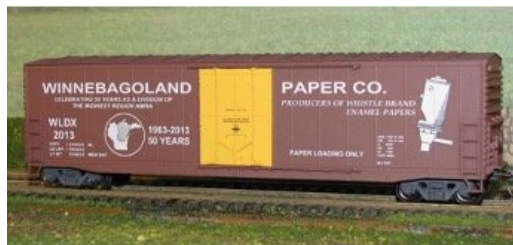
Workshop Wednesday
Zoom meeting

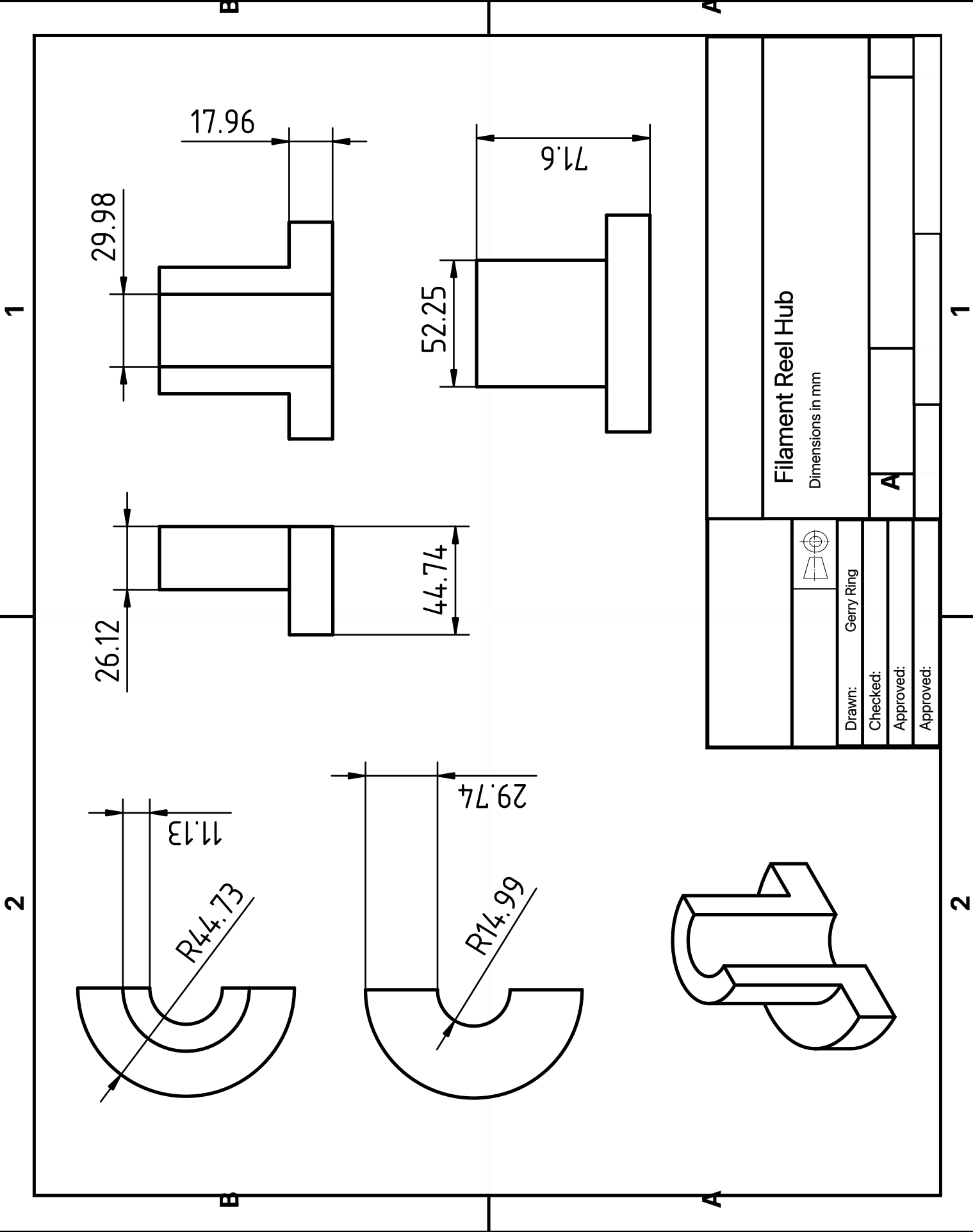
Company Store

Make sure to check out the WLD Merch store for WLD boxcars, shirts and caps: http://www.wld-nmra.com/?action=co_store



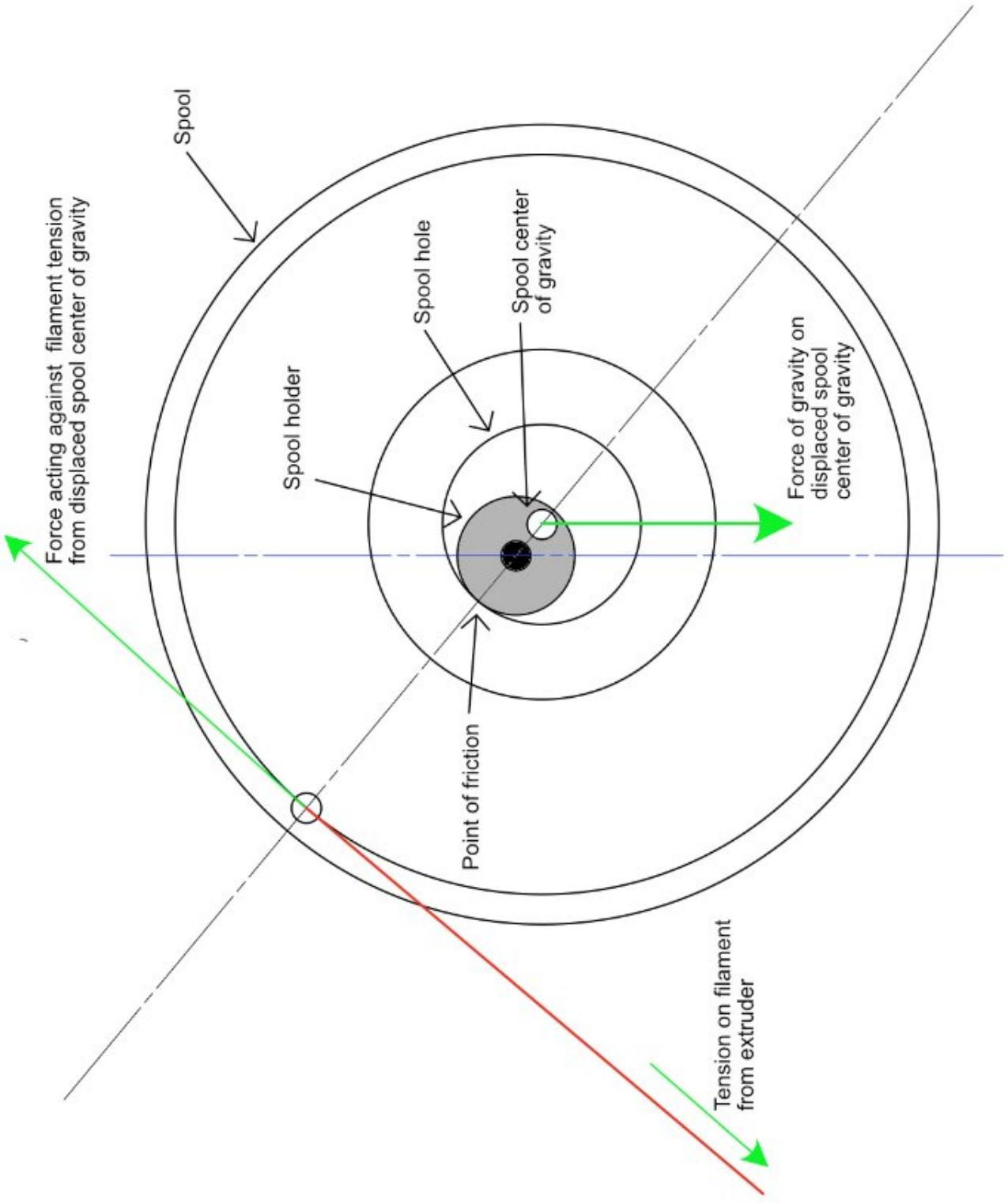
Just a few of the HO-scale WinnebagoLand boxcars are left; let Paul Mastalir know how many and he will work out getting them to you. His phone is (715) 853-7274, or email him at mastalir54166@yahoo.com or wldpaymaster@gmail.com.

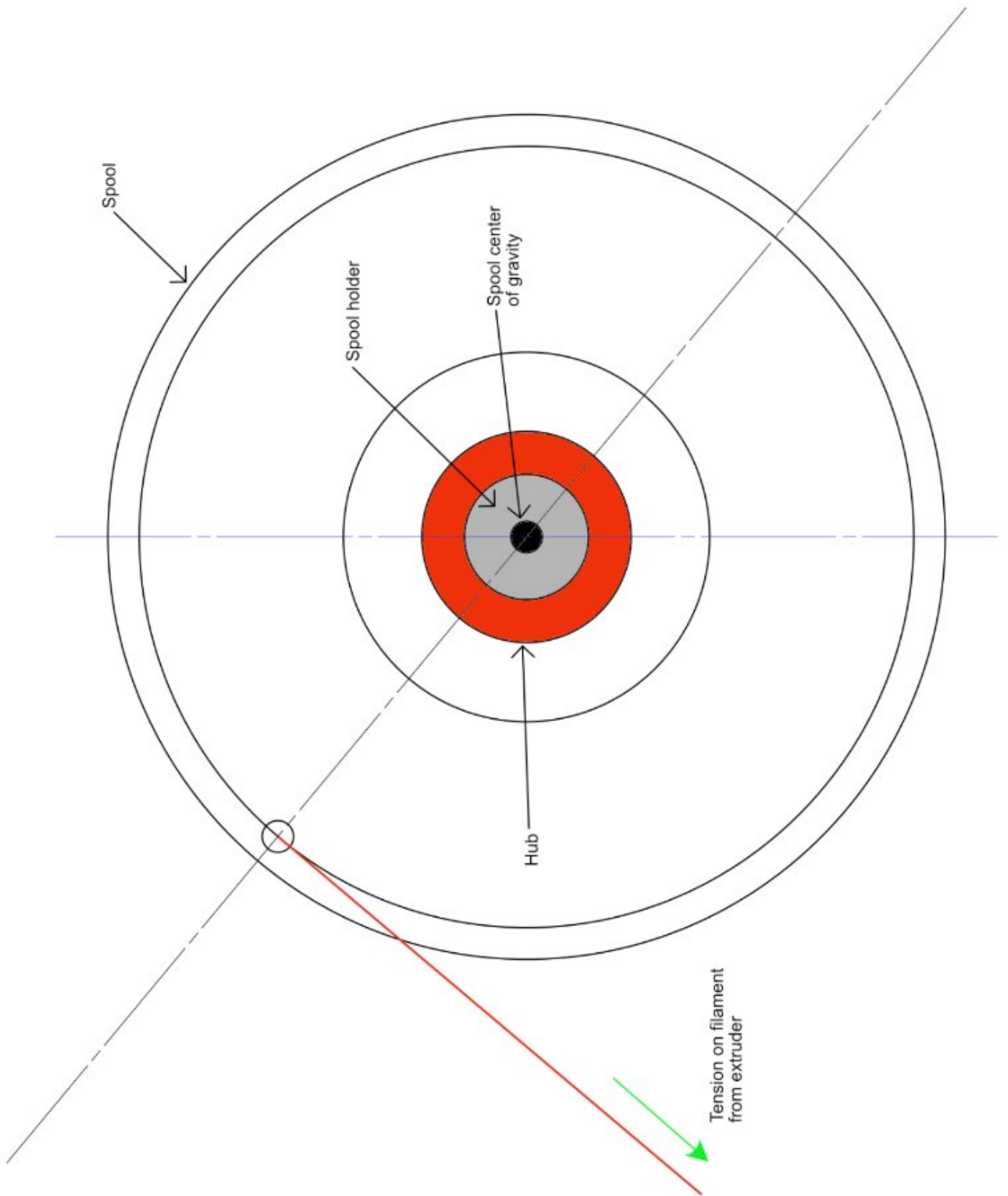




<p>Filament Reel Hub Dimensions in mm</p>		<p>A</p>	

Drawn:	Gerry Ring
Checked:	
Approved:	
Approved:	





**WLD Fall Operating Sessions November 2nd, 2024
Green Bay, WI**



- 9:00am – 12:00 noon **Morning Session**
- 12:00 noon **Break**
- 1:00 – 4:00 pm **Afternoon Session**

Registration fee collected prior to the morning session: \$5.

Experience model railroad operations on layouts in Green Bay. **Registration is limited and due by: 10/23/2024.**
To sign up E-mail herman.philip@att.net or Mail registration to:

Philip Herman
5123 Wild Meadow Drive
Sheboygan, WI 53083

2024 Fall OPS Registration

NAME: _____

Email: _____

Phone #: _____

For more info and meet updates visit www.wld-nmra.com

2024 NMRA



Winnebago
Division

2024 NMRA

WLD Fall Meet Oct. 5th, 2024
Community Center 280 Garfield St.
North Fond du lac, WI

Co-Hosted by:

The Fond du lac Society of Model Railroad Hobbyists

2024 Fall Meet Timetable

Saturday, Oct 5th

8:00 – 10:00 am Registration

8:00 – 10:30 Model & Photo Contest Entry

9:00 am – Noon Clinics

- A Trip Along the Main, A look at regional railroads to Green Bay – Adam Bunkelman
- Operations, Take Two – Philip Herman
- Modeling Realistic Paper Skyscrapers – Matthew Gellings

○ 12:00 – 1:00 pm Lunch – Boy Scouts Fundraiser
(lunch not included in registration fee)

○ 1:00 pm Model-Photo Contest Awards

○ 2:00pm – 6:00pm Layout Tours

Bring your models to display or enter in the modeling contest!!!

Tour Six Local Layouts!!

2024 Fall Meet Registration (Checks Payable to Winnebago Division)

NAME: _____ NMRA#: _____

Email: _____ Phone #: _____

Meet Registration Fee

NMRA Member \$15 X ___ = \$ _____ + Non-Member \$20 X ___ = \$ _____

Registration at the Door : Members \$20 non-members \$25.

For more info and meet updates visit www.wld-nmra.com

Return this form and Payment by 9/29/2024 to:
Paul Mastilar
135 Hillside Lane
Shawano, WI 54166