



# The Winnebagoland Whistle

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

VOLUME 57, ISSUE No. 2

WINTER, 2024

## Photo

*Photo courtesy:*

*Paul Hillmer*

*"Working Late  
at Bruce Rogers  
HO scale  
Layout"*



## Superintendent's Report

*Paul (Tree) Hillmer*

Winter has arrived. Snow is falling as I type my report and there is a wind chill warning tonight. Most people complain, but not us Model Railroaders. This means to retreat into the basement for time well spent on our hobby.

Twelve years ago, I had a failed sump pump and water seeped into the basement. A mid-winter January thaw! The water soaked my "used" carpet and was a pain to clean up. So, I had a double pump with alarm installed. I also fixed a crack in the basement and threw out all the old carpet and pieces that I had scattered about.

I replaced most of it by using 2'x2' interlocking gym mats. I got the idea from Randy Williamson, who had the same issue in his train basement. I bought 8 packs from Sam's Club, several packages at a time. You can buy 8 packs from various sources now online. Last couple I ordered from Amazon. Easy to work with, and you can cut them to fit in odd-shaped areas.

Last summer we had a washer pump blow upstairs right above my paint booth area. Luckily, we caught it early, but water still came through the floor and all over. Instead of an old carpet in that area I had the mats. So, I quickly took the wet mats outside and they dried in an hour or two. Perfect! Easy clean up. Plus, the mats do insulate the cold cement floor and keep the basement warmer than carpet does. And much easier on the back. Give them a try!



Now onto WLD division news. We had a very successful 2024 Fall Meet in North Fond Du Lac Community Center. The Fond Du Lac Society of Model Railroad Hobbyist hosted and did a wonderful job. Excellent clinics and displays in the morning followed by a nice Cousins sub lunch put on by a local Cub Scout troop as a fund raiser. Model and photo contest also in the morning with some very nice entries. And of course, 6 awesome layouts on tour. Thirty-nine people attended the meet, and a good time was had by all. So a huge thanks to Matt Gellings and the FDL club and Phil Herman for all their work.

Next up is Spring Meet 2025 is set for 4/12/2025 in Sheboygan Falls. Phil Herman is organizing with clinics and what should be some amazing layouts on tour. Plus, he is planning some operating sessions for a full day and evening! Do not miss this. Registration info is attached in the Whistle, on our web page, and our Facebook page.

Fall Meet 2025 is set for 10/4/2025 in Marinette. Dave Rickaby has booked the Holy Family Social Center and is organizing a great meet. We will also have operating sessions Friday night, so I am planning an overnigher! And the home layout tour will be amazing.

Our 27th WLD Annual Operating Day was held 11/2/2024. We had 19 operators sign up, an awesome turnout. It was a blast operating the Green Bay Model Club in the morning and Luke Lemmens SOO 2nd Sub (and his CNW valley line wrapped in) layout in the afternoon. Very successful day indeed. Loved it! Next year is TBD but should be 11/1/2025.

And please join us for our Zoom Call Workshop Wednesday every other month. Next one is 11/13/2024 at 7pm. Also 1/8/25, 3/12/2025, and 5/14/2025. Its free and its fun. Zoom link is on the event of Facebook page and the web page.

Next WLD board meeting is 1/11/2025 at Arctic Run Train Show in Stevens Point. Hope to see you there and at the show.

Happy Holiday season!

## In This Issue

*Gerry Ring, Whistle Editor*

This the Winter issue of The Winnebagoland Whistle and once more the emphasis is on our Fall meet. The Winnebagoland Division is a very active part of the NMRA. You can see how active by visiting the WLD Facebook page: <https://www.facebook.com/groups/658173494315222>

The WLD web page <http://www.wld-nmra.com/?action=homePage> (maintained by Mike Eiden) is a very important source of the division's events (On the Ready Track and Op Session). On the web site you will also be able to download all the necessary forms to enter the model and photo contests.

Finally, the website maintains all the Whistle issues in digital form (pdf files).

## In The Hopper

*Paul Hillmer*

### Iron Ore Operations on the Badger Mid-Western

There is so many cool and various train operations in real life, it is hard to pick a favorite. From long drag freight trains being lugged up a grade, or the lowly locals plugging along getting in everyone's way, red hot manifest taking priority, double stacks towering and roaring by, and of course the beautiful varnish speeding to their next destination. But one has always fascinated me more than the others. Iron Ore operations. Heavy duty railroading at its finest!

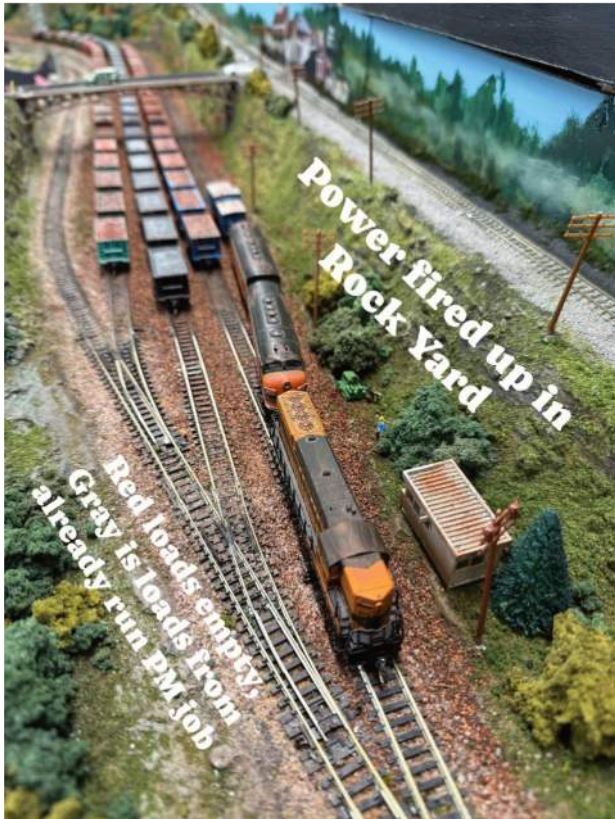
I became fascinated with the short but heavy-duty ore cars going back to being a kid in Thiensville WI. I used to see long ore trains roll by and never could figure out why those long slow-moving ore trains were doing down south near Milwaukee. That was "up north" stuff! Later in life, I found out the Milwaukee Road was moving all rail ore down from Republic Mine to Steel Plants in Illinois. Loved the look of those cars rocking back and forth as a kid. And the taconite balls were fun to use in my sling shot (or so I heard ha ha).

When I got back into N scale in the 1980s, my focus soon shifted from Coal Mining to Iron Ore mining. The more I studied ore operations, the more I knew I had to incorporate into my Badger Mid-Western plans.

Being N scaler, those little iron ore cars are light even with loads in. Take out the loads and you can knock them off the track by sneezing. So, I decided I did not want to do removable loads.

After building up a collection of 130 various ore cars, I decided to make roughly half "grey blue" loads and half "iron red" loads. After all, ore dug out came in various colors. One session the grey/blue would be empties and red loads. Then next session they would flip flop. That issue solved!





And the car numbers were hard to read on normal N scale cars, let alone those small jennies! I also decided not to waybill each car. Instead came up with a Mine Order index car back in the 1990s on my old layout. This would represent the daily order that each mine would order from the railroad at the Iron Ore “dock” to be sent for loading just like in real life.

**BADGER AND WESTERN RAILROAD**  
**IRON ORE TRAIN ORDER SHEET**

AM - TRAIN #01 EASTBOUND - TURN -  
 #02 WESTBOUND  
 and if needed\*  
 PM - TRAIN #03 EASTBOUND - #04 WESTBOUND

**REMARKS:**  
 Leave Deepwater Ore Yard unswitched with daily mine empty request load. Deliver empties ore cars and pick up loaded cars from mines. Turn at Penokee. Run back to Deepwater Ore Yard unswitched and classify cars in yard.

FR301EX MINE EMPTY REQUEST		
Flambeau MT mine	7	<b>AM</b>
Escarpment Mine	8	
Aurora Vermillion Mine	10	
Kay Cliff Mine	9	<b>PM</b>
Penokee Pit Mine	14	

Please pick up all loads from mine and run thru scale at Deepwater Ore yard.

S00JCT - 4 (MUST BE S00 CARS)

I printed 20 blank, order cards and each is a little bit different from the others. My old layout in the

1990s, I had like 50 cars being switched total. But the ore car rooster grew and grew! And so did the mines! Thus, the handwritten add on with each card.

Now on my current version of the Badger, there are usually 55-65 cars each way being operated. I have Rock Yard on the east end of the layout that can hold around 70 cars and a run around. Someday there will be an Iron Ore Dock off Rock Yard. Someday that is ha ha.

And the trains leave Rock Yard with empties and travel up Highland Hill and over Sawtooth Summit westbound for a long run to the Penokee Iron Range with its towns of Aurora and Penokee. In this area there are 5 mine complexes and an interchange with the SOO at SOO crossing (aka SOO Junction).

Once the train is switch out, they head eastbound and over the summit and down to Rock Yard.

Until I build that Ore dock someday, this seems to be the happy amount of cars. I soon found out it is easier to run two different ore trains during an operating cycle session than dealing with one giant one. These are nicknamed Ore Extra AM and Ore Extra PM. Morning and afternoon jobs.

Ore Extra AM works The Flambeau Mountain Mine, Escarpment Mine Loading Tower, and Aurora Vermillion Mine.

Ore Extra PM works Kay Cliff Mine, Penokee Pit Mine (my biggest mine), and drops some SOO ore hoppers at SOO Junction in Penokee for interchange.

Recently, I have been building a small limestone facility on a dead-end spur for the Escarpment Mine complex. I tend to tack on 6 limestone covered hoppers on Ore Extra PM to work this. Seems to work better on this train since it is up that way via the switchback working Kay Cliff. The train first runs engine only to limestone crusher from Rock Yard to Lower Valley and picks up 6 hoppers. Then back up to Rock Yard to snag the ore cars needed for the order behind the hoppers. It works easier to have these cars in front of the train since the switchback spur in a trailing spur. So, once it arrives in Penokee, Aurora, it takes this cut up the switchback via Ore Junction to the spur to work it and Kay Cliff Mine (which is a facing spur).

When the job is done, it best to put the empty limestone hoppers on tail of train to make easier getting back to the crusher at Lower Valley for loading once the train arrives at Rock Yard.

I have kicked around the idea of doing this move for both trains. It does add an extra switching challenge to these fun-to-run trains.

The plan is to someday build an ore dock off Rock Yard. And this is a reason to get even more cars! And much thought is given to making a true taconite train with some extended side hoppers and a bigger spot to switch. But that is for another day!

For now, running the ore trains on the Badger is one of my favorite switching opportunities. Besides nothing looks cooler to me than seeing my GN Fs and string of 25-30 ore Jennies snaking over Sawtooth Summit and up and down Highland Hill the mainline!

In the next chapter of in The Hopper (Spring 2025 Whistle), I will discuss how I operate the various extras, manifest, and passenger trains that work the Badger. After that, I plan on exploring various other layouts that have the honor to operate and how they do ops!

## 2024 Fall Meet

### Photo Contest Winners

*Joe Lallensack, Photo Contest Chair*

It was a very small contest with only Al Archer and Paul Hillmer submitting photos. However, the variety and types were great. We sure could have had more entries. I want to thank David Rickaby and Fred Firkus for assisting me in the judging. We enjoyed the photos we viewed.

Please think about bringing a photo to enter. All we ask is that the photos be at least 5 x 7 but no larger than 11 x 14. We also like them mounted to allow handling during judging. You have a chance to win at the contest, but you need to bring something to enter!



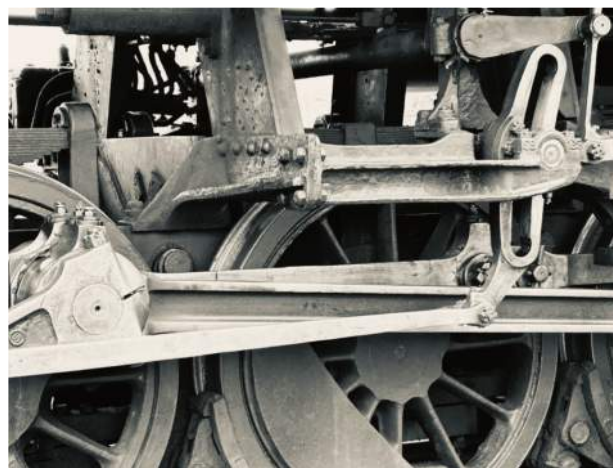
*Left to right: Paul Hillmer, Al Archer, and Joe Lallensack*

- Best of Show: Al Archer – Ready and Waiting, Black & White Prototype Print
- First Place, Prototype Black & White Print: Al Archer – Reverse
- Second Place, Prototype Black & White Print: Al Archer – Takin' the Main
- Third Place, Prototype Black & White Print: Al Archer – Torque
- First Place, Model Black & White Print: Paul Hillmer – CB&Q at Atlantic
- First Place, Prototype Color Print: Paul Hillmer – E&LA Boneyard
- Second Place, Prototype Color Print: Paul Hillmer – View from 758
- First Place, Model Color Print: Paul Hillmer – Ore Extra cresting Sawtooth Summit
- Second Place, Model Color Print: Paul Hillmer – F's at Spokane Shops

### Photo Gallery



*Al Archer – Ready and Waiting*

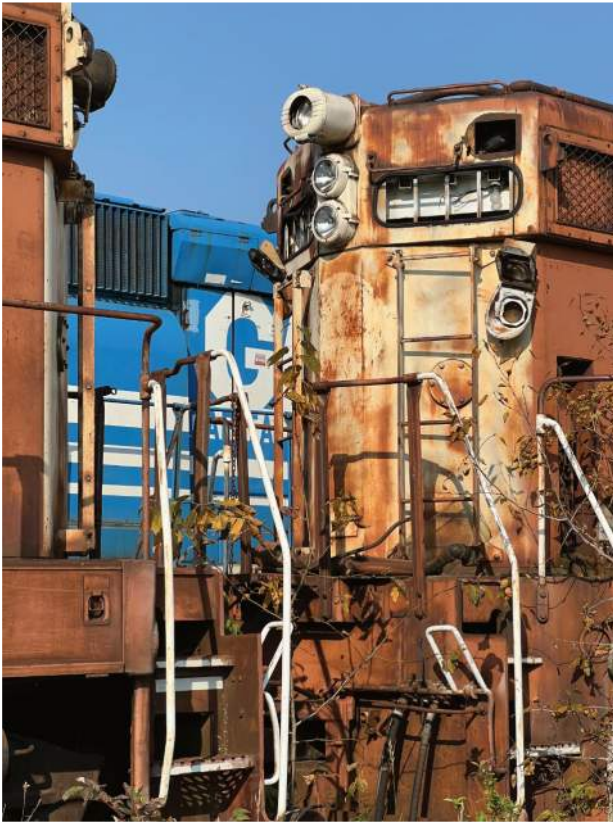


*Al Archer – Reverse*

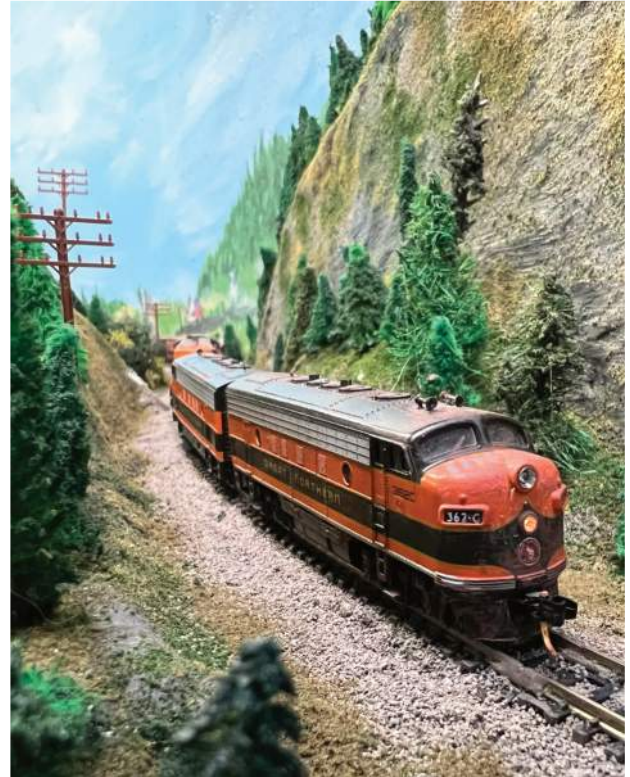




*Paul Hillmer – CB&Q at Atlantic*



*Paul Hillmer – E&LA Boneyard*

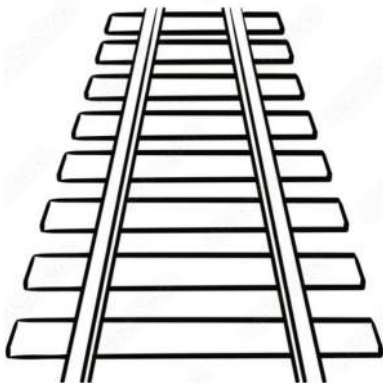


*Paul Hillmer – Ore Extra cresting Sawtooth Summit*

## Model Contest Results

*Richard Cooke, Model Contest Chair*

We would still like to see more participants entering models. Our goal is to help you improve your modeling skills. Through Dave Allen's guidance I was able to look at my models in a different light which ultimately improved my skills.



*Left to right: Adam Bunkelman, Richard Cooke, Al Archer and Richard Hanke.*



- Best of Show and First Place Non-revenue: Al Archer.
- First Place Diesel: Richard Hanke.
- Second Place Diesel: Adam Bunkelman.

## Photo Gallery



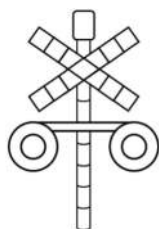
*Al Archer's G scale scratch-built Wisconsin Central Russell snowplow with working lights.*



*Rich Hanks's HO scale B&FJRR Alco RSC-3. Many detail items were added*



*Adam Bunkelman's HO scale Fox River Valley EMD GP30*

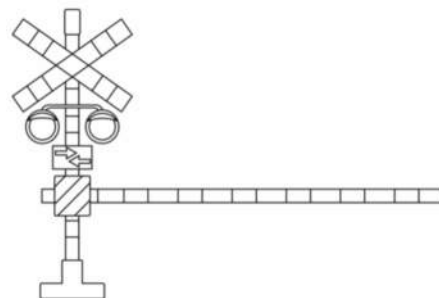


## The Clinics

**Adam Bunkelman, A Trip Along the Main, A look at regional railroads to Green Bay.**



**Philip Herman, Operations, Take Two**



## **Matthew Gellings, Modeling Realistic Paper Skyscrapers**



13<sup>th</sup> Subdivision. The track is Micro Engineering code 70 & 83 weathered flex track with Peco code 75 and code 83 turnouts. Minimum radius is 36 inches. All mainline curves are super elevated. The mainline is about 4 scale miles long. Layout control is by Ring Engineering's Rail Pro command system. Scenery is about 50 percent complete.

## **Matthew Gellings, CN Central Model Railroad–HO scale.**



The CN Central is an HO scale, present day model railroad controlled by NCE and run by Engine Driver using a cell phone. It is a free standing “U” shaped island with 2 peninsulas. The layout is 31’ by 24’ and is named Metropolitan City. A Chicago-like city with 70 plus scratch-built skyscrapers, it also has a Canadian-inspired mountain range complete with 7 tunnel portals, 8 high bridges, and gorges carved out by rivers and lakes.

## **Fond Du Lac Society of Model Railroad Hobbyist–O scale.**



Fond du Lac Society of model railroad hobbyists has a permanent O-scale layout that features two main line runs. Layout size is roughly 46’x16’ and runs on MTH DCS, Lionel legacy and traditional methods. The mural on the wall was hand painted in representation of Wausau, Wisconsin, and Rib

## **Layout Tours**

### **Bruce Rogers, Burlington Northern Rocky Mountain Division–HO scale.**



The layout is set in the late 70s (1977-79) which gives me a chance to run EMD F units and Alco 4 and 6 axle power before the BN culled the roster. The overall dimensions are approximately 57' 7" x 28' 4". It models the 1st and 2nd subdivisions from just east of Livingston over Bozeman Pass to Trident, Montana. This is fifty miles. The 4th subdivision branches off at Logan and climbs over Homestake Pass. At Sappington the 13th subdivision heads to Harrison. Several industries are serviced at Bozeman, Belgrade, and Trident. On the 4<sup>th</sup> Sub-division there is a talc plant at Sappington and an elevator at Harrison in the



Mountain by our former Presidents wife. The club also has a modular layout that we bring to shows, that features 4 mainlines. The layout was built using hollow core doors and recycled materials throughout the layout for scenery. Each main line is controlled separately and can run with DCC or DC depending on the operator's interest. We use a Digitrax evolution duplex set, but any system can be hooked into each line if the operator prefers a different system.

### Ripon Model Railroad Club—HO and O Scale.



The Ripon Model Railroad club has two operational layouts. The first is a double decked HO scale layout that covers over 2000 square feet. The layout is mostly scenic and is operated by the club members on Tuesday and Thursday Nights. The layout contains many industries that are distinctly detail with some inspiration coming from novels, movies, and personal experiences. The club also has a three rail O-27 layout that is mostly complete from a scenery perspective and has many scratch-built models and figures.

### Tom Davis CNW—HO scale



Tom Davis's Freelance HO Scale Chicago and Northern set in the 1940's in central Wisconsin. The railroad had great intentions of stretching from Chicago to all points north; however, reality budget

constraints kept the railroad close to the fictitious town of Ceresco. The railroad is 12x22' double deck and uses the "Armstrong Lift System" to get trains from the various levels. The layout showcases many scratch-built and kit-bashed buildings and is mostly scenic. Tom uses the art of forced perspective to simulate distance on the railroad!

### Andy Dorsch, Mascoutin Valley RR—HO scale



Andy Dorsch's Mascoutin Valley Railroad is a 20 x 40' HO Scale model railroad that is set in the mid 1980s in Central and Northern Wisconsin. The modeled part of the railroad is an Iron Ore hauler that filled in the gaps of service that the SOO Line and Chicago Northwestern could not meet. The layout is still under construction with most of the benchwork pieced a fully running mainline and some areas have detailed scenery. Welcome to the short line of the Northwoods!

## Off the Bench

Gerry Ring

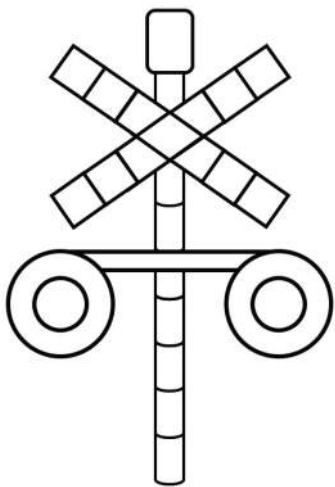
This issue's "Off the Bench" is not just that but out the door and down the road. Today's topic is making model trees from Goldenrod – *Solidago canadensis*, a flowering plant in the aster family known to grow in Wisconsin and wrongly blamed for August hay fever. As far as I know, my field of goldenrod has ragweed too and does cause me to have hay fever in August. In general, I keep away from my lovely field of yellow flowers until October when the plants lose their yellow color. Okay, I generally keep away from my field in October too. However, Roger Wurtzel noticed that there were lots of goldenrod in my field and lots of potential trees for model railroad scenery in every scale from O to N. G-scalers and Z-scalers may find this technique useful as well but will have to forage further into their fields to find suitably sized plants.



According to Roger, you need to harvest your golden rod after the first frost but before the plants have lost their “fluff”. You will want to acquire the top of the flowering plant being selective that it looks reasonably like a tree. More specifically, that it looks like a generic hardwood tree. Here is one specimen that Roger is holding in his hands:



The next step is to remove all plant material that doesn't appear on your full-size trees and do a little trimming to improve its symmetry:



This process generates a lot of detritus, so working outside is the best solution. Working in a group is a good solution as well, since October in Wisconsin can be chilly.



*Left to right: Pat Lyons, Jeff Hild, and Roger Wurtzel.*

The final step is to paint your model trees with multiple shades of the cheapest green spray paint. Apply the paint to cover the model tree without saturating the fluff. The paint acts to seal the plant material.



The stems can be trimmed to any length to produce a naturally looking forest before their leaves have fallen in October and their leaves are no longer green. In addition, Roger ties two or three trees together and wraps the trunks with brown florist tape to get a fuller tree.



## 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>

### January 8, 2025

Workshop Wednesday  
Zoom meeting, 7:00 to 9:00 PM

### 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, 7:00 to 9:00 PM

### April 11-12, 2025

WLD Spring Meet  
Sheboygan Falls, WI

### May 14, 2025

Workshop Wednesday  
Zoom meeting, 7:00 to 9:00 PM

## 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](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](mailto:mastalir54166@yahoo.com) or [wldpaymaster@gmail.com](mailto:wldpaymaster@gmail.com).





2025 NMRA



Winnebago  
Division

2025 NMRA

**WLD Spring Meet April 12th, 2025**  
**Word of Grace Life Center**  
**107 Cedar St Sheboygan Falls, WI 53085**

**2025 Spring Meet Timetable**

**Saturday, April 12th**

8:00 – 10:00 am Registration

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

9:00 am – Noon Clinics

- Proto Throttle – Shawn Hoppert
- Graphic Design in HO Scale Model Production – Matt Holman
- Railroads in Sheboygan ??

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

○ 1:00 pm Model-Photo Contest Awards

○ 2:00pm – 6:00pm Layout Tours

○ 6:00pm – 9:00pm OPS Session

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

*Tour Local  
Layouts!!*

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**2025 Spring Meet Registration (Checks Payable to Winnebago Division)**

**NAME:** \_\_\_\_\_ **NMRA#:** \_\_\_\_\_

**Email:** \_\_\_\_\_ **Phone #:** \_\_\_\_\_

**Meet Registration Fee**

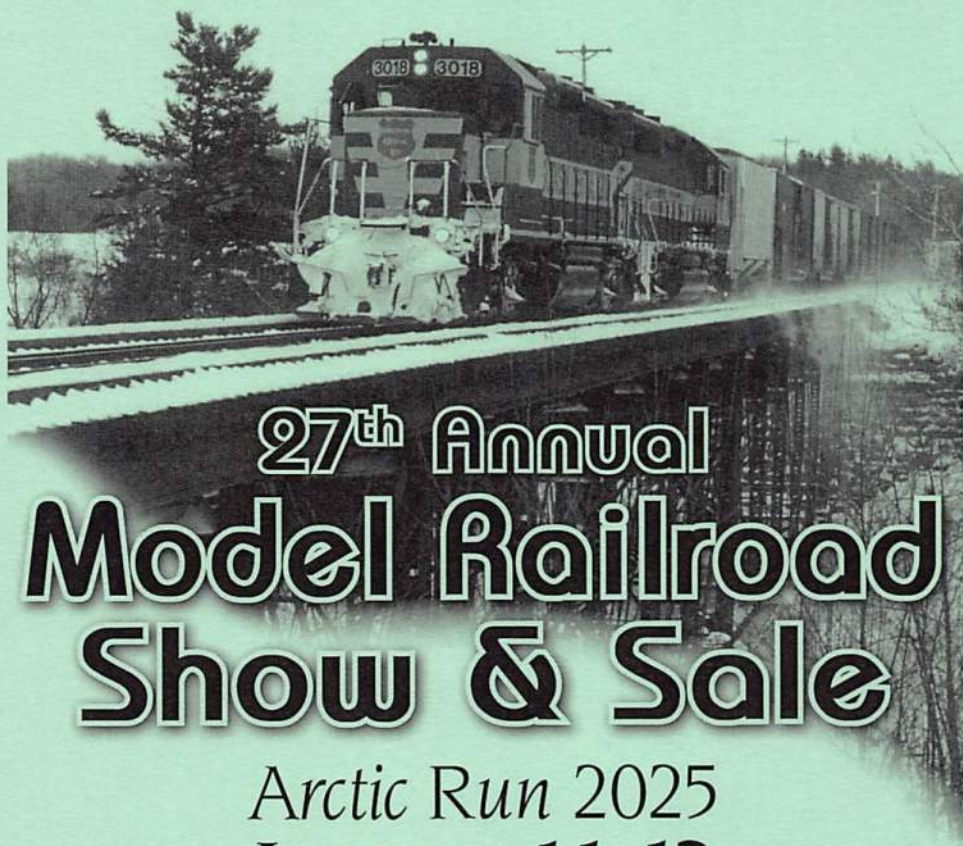
NMRA Member \$12 X \_\_\_\_\_ = \$ \_\_\_\_\_ + Non-Member \$15 X \_\_\_\_\_ = \$ \_\_\_\_\_

Lunch Pulled Pork or Chicken Sandwich = \$10 X \_\_\_\_\_ = \$ \_\_\_\_\_ **Total**  
\$ \_\_\_\_\_

Registration at the Door : Members \$15 non-members \$18.

For more info and meet updates visit [www.wld-nmra.com](http://www.wld-nmra.com)

Return this form and Payment by 3/29/2025 to:  
Paul Mastilar  
135 Hillside Lane  
Shawano, WI 54166



# 27<sup>th</sup> Annual Model Railroad Show & Sale

Arctic Run 2025

January 11-12

Stevens Point

Holiday Inn - Convention Center Hotel

**More...**  
Space, layouts  
and Vendors!

1001 Amber Avenue  
Stevens Point, WI 54482

Saturday	9am-5pm
Sunday	10am-3pm

**Admission:** \$5.00 Adults \$2.00 Ages 12-17

Sponsored by: Central Wisconsin Model Railroaders, Ltd.,  
a non-profit educational organization. For information  
contact Don Anderson or Jim Miller.

Jim Miller: 715-340-0265 or jimbro67@gmail.com  
Don Anderson: 715-340-8105 or cwmr\_mnw@yahoo.com

Our proceeds, after expenses, are given to support other  
non-profit organizations.



**Holiday Inn**



*Photo courtesy of Mike Weber.*