

THE WINNEBAGOLAND WHISTLE

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

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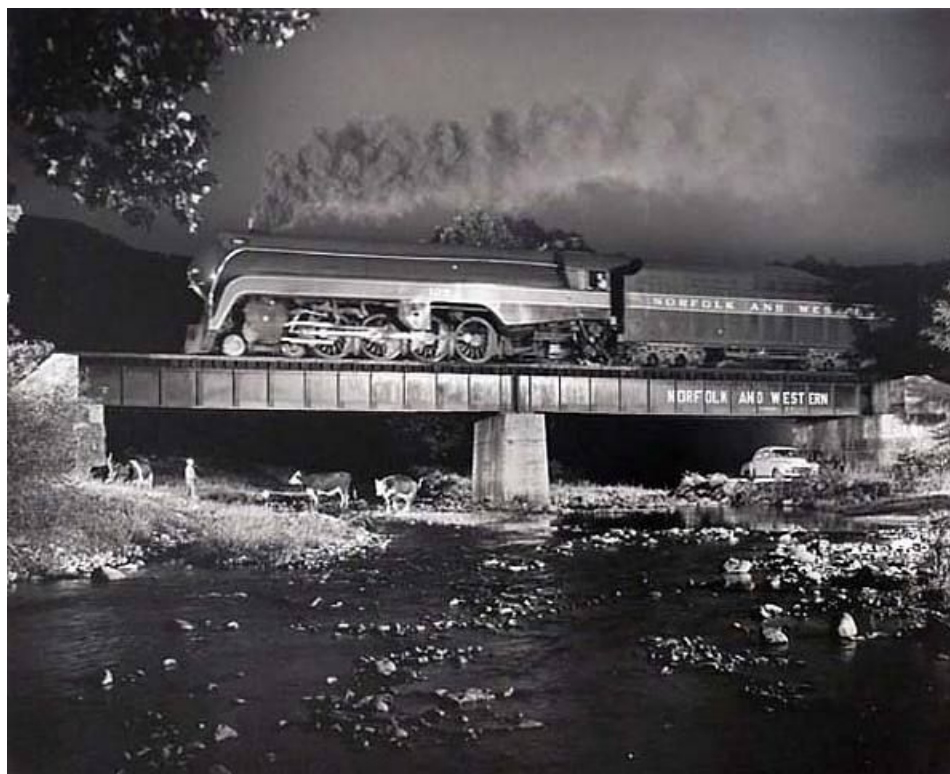
*"I never expected that. I didn't aim for that. All I wanted was to get some nice pictures of trains at night."
"I was one man and I tackled a big railroad. I did the best I could." - O. Winston Link*

COVER PHOTO:

Train #2, Arcadia, Va, 1956

One of many amazing night shots by award-winning railroad photographer O. Winston Link.

While few of us will ever achieve that level of notoriety, there are some equally amazing photos as part of the contests at our Division and Regional meets. Enter yours!



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Superintendent's Report

By James C. Cruthers

The weather this past week was beautiful and then on Monday, 9/29/14 things changed a bit. It seems that fall is upon us! I have to admit that fall is my favorite season so it only makes sense that once I have an opportunity to begin building my new layout it will be set during the harvest season.

For those of you that attended the fall meet in Marinette I hope you enjoyed the camaraderie, learned something new, and visited the great layouts! Thanks to Dave Rickaby and the other members of the Wisconsin & Michigan Model Railroad Club for their work in putting together the meet and of course many thanks to the individuals who presented clinics and those who opened up their layouts for tour.

I have been thinking a lot about the discussion that occurred when the Board last met on Saturday, 9/13/14 and there are several points I would like to discuss with you here.

Serving on the Board: At the last meeting I informed the members of the Board of Directors that we have three open Board positions and if they know of a WinnebagoLand Division member who may be interested in serving on the Board to begin having discussions with that person. The Board of Directors typically meets four times per year, January, April/May (Annual meeting that coincides with the spring meet), June, and September. The June meeting usually coincides with Strawberry Fest in Waupaca and this is where we typically meet in June. We have been fortunate to be able to use the Soo Line Historical & Technical

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Superintendent's Report

(Continued from page 1)

Society archives building in Appleton for the other meetings. We also need people who are interested in learning about and willing to serve in an officer position.

Volunteering/Helping: If a person does not want to serve on the Board but is willing to be involved on a committee we have needs there as well. The Division has played an active role in Titledown Train Show (TTS) and it would always be helpful to have Division members willing to spend a couple of hours at the Division table to answer questions people may have about the NMRA and just generally represent the Division. We are always looking for other areas within the Division to hold one of our meets (spring and fall) but need active members in those areas to help with the planning. We have a lot of people on the Board who can work with this individual but we need help to arrange layout tours, etc.

Helping at the regional convention: This area is huge! The planning committee has been working hard at putting this regional convention together but during the convention itself we will have a number of areas we will need helpers including but not limited to: monitoring of the model and photo contest room, directions and attendee support, set-up, etc. Another key area to help at the convention will take place before the event...encouraging people to attend the convention and this includes non-NMRA members. And finally,

Membership: In the October 2014 edition of NMRA Magazine, President Charlie Getz puts forth the following challenge, "Each one of us pledge and act to recruit one new hobbyist and one new [NMRA] member this coming year." I think this is an important challenge not only for the model railroad hobby but for the NMRA as well. First think back to what prompted you to become interested in this great hobby and second, what got you connected to the NMRA? I think many do a great job of talking up the hobby with other model railroad hobbyists but how well do we do at talking up the hobby with people who are not yet 'hooked' on model railroading? November is National Model Railroad Month so let's see what we can do to get a new person interested in the hobby...and the NMRA!

If you're looking to get more involved in the Division please contact me or one of the other Directors for more information. Remember, the Division Operating Session is coming up on Saturday, November 1st, 2014. It would be great to see you there. **We expect the registration form for the Midwest Regional Convention to be held in Manitowoc in April to be on the Division website by 10/31/2014.**

Until next time...

Editor's Note

By Todd M. Bushmaker

James already alluded to the fall season in his column, but even though I think it has come waaaaay to early this year, my thoughts turn to football, Halloween, and of course Train Show Season. The latter has of late become my only consistent connection to the hobby; as I'm sure I've mentioned before, a relentless string of projects at work and a boisterous family life have cut back my personal participation drastically since being a bachelor with few bills and living with a like-minded roommate for so long.

Not that I'm complaining of course (love you Honey!), it's just reality. But I do enjoy editing this newsletter, going to train shows and coordinating the Titledown Train Show. Regrettably however I was not able to attend the Fall Meet in Marinette, though I know it was certainly in good hands with Dave Rickaby and I have had the pleasure of seeing most of the home layouts on the tour circuit up there.

Speaking of TTS, few changes are anticipated this coming year, and contracts should be going out almost concurrently with this publication. On the other hand, the WISE Division's Trainfest is coming up in less than a month and they are loaded with changes. More square footage, more than one building, and more layouts are just the start. Reportedly, exhibitors with a large contingent are being asked to spend a few hours over the weekend helping to staff the show, and every group is asked to send a representative to a mandatory orientation meeting during Friday's setup. Since the second building is "a quarter-mile away" elsewhere on the State Fair grounds, there will be shuttles taking people back-and-forth. An eighth-scale train run by the Milwaukee Light Engineering Society will be taking riders in a loop around the "manufacturer's area" on the south side of the hall. Should be an interesting show; more power to the new administration, I hope all this goes towards increasing the reach of the hobby as planned!

Meanwhile, enjoy the change of colors, the sharply crisp air, the taste of cider and pumpkin pie. At least until the skies turn gray, the snow flies, and we hibernate with our little basement empires. And have a great holiday season!

Todd
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WLD Fall Meet Contest Results

By David Allen

RESULTS OF WLD FALL MEET MODEL CONTEST

September 27, 2014 Marinette Best Western - Riverside

It was a good show with seven good quality models and five models in the Model Showcase. Four models were at the Merit Award level. [Merit* = above the Merit Award level cutoff of 87.5 points]

MODEL CONTEST *participants included:*

Gary Bothe of Kewaunee, WI
Charles Valentine of Seymour, WI

MODEL SHOWCASE *participants included:*

Mark Johnson of Marinette, WI
Paul Leow of Marquette, MI
Charles Valentine

Results:

DON STEFFEN BEST-OF-SHOW (POPULAR VOTE) and
1st Place, Display



Steam Tractor Display by Gary Bothe
Cnst 30; Dtl 14; Conf 14; F&L 19; Scr 11; Total 88 Merit*

RICHARD EGGERT BEST-OF-SHOW (POINTS) and
1st Place, Freight Car



Westside-style Tank Car in On30, by Gary Bothe
Cnst 32; Dtl 14; Conf 16; F&L 17; Scr 11; Total 90 Merit*

1st place, Diesel Locomotives
Gas-Mechanical Industrial Switcher in On20 by Gary Bothe
Cnst 32; Dtl 12; Conf 15; F&L 20; Scr 8; Total 88 Merit*

2nd place, Freight Cars
Q&TL-style Rock Cars, On20, by Gary Bothe
Cnst 31; Dtl 15; Conf 27; F&L 17; Scr 10; Total 88 Merit*

1st place, Caboose
D&RGW-style Shorty Caboose in On30, by Gary Bothe

1st place, Structures
NY,NH&H Anchor Bridge, HO, by Charles Valentine
Cnst 30; Dtl 17; Conf 18; F&L 10; Scr 13; Total 88 Merit*

1st place, Traction
NH 4400 Multiple Unit Cars, HO, by Charles Valentine

Models were judged by:

David Allen - NMRA # 68744
John Leow - NMRA #109038

Modeler's Showcase Models included:

- A military display of a Sherman tank, five USSR tanks and an Israeli BF 109 fighter plane by Charles Valentine
- A passenger caboose under construction by Paul Leow
- A Chippewa Hiawatha Train by Mark Johnson

Comments:

The contest had very good average quality with five of the seven models being above the merit award cutoff level of 87.5 points.

Two of the models had articles about them in the Narrow Gauge & Short Line Gazette. Gary authored the steam tractor display article in 1980 and the rock car article in the July 2014 issue. I really enjoyed seeing the models which were the subjects of these good articles.

Charles Valentine's models were constructed of cardboard - complete with compound curves, odd shapes and what not. It was a learning experience for me.

A final note - only a Contest Entry Form is needed for Popular Vote and for Model Showcase entries.

Until next time - in Manitowoc for the regional contest -- be well.

Note: For more photos from the contest, visit the Division's Facebook page!

All Aboard Florida

By Jennifer Sorentrve - Palm Beach [Florida] Post Staff Writer

Editor's note: I just thought this was an interesting story; it's not every day that a new passenger operation goes live outside of Amtrak.

West Palm Beach was little more than mosquitoes and palm trees before Henry Flagler brought his railroad here in 1894.

The passenger train shuttled wealthy tourists to luxury hotels on Palm Beach, opening the county's wilderness frontier to new development. Cities began to rise as Flagler built new stations along his Florida East Coast Railway. "Everything grew up around the stations."



In the 1890s and early 1900s, Flagler Memorial Bridge was a one-lane wooden railroad trestle with a footpath (pictured here) that provided access to Palm Beach via the Florida East Coast Railway. It predominantly served guests in their private railroad cars traveling to and from the hotels Standard Oil baron Henry M. Flagler built in Palm Beach, thereby turning the island into a resort town.

Now, some historians say restoring passenger service on Flagler's decade-old railway may be the only way for Palm Beach County to continue to grow. All Aboard Florida plans 32 passenger trains a day between Miami and Orlando on the FEC tracks, with stops in Fort Lauderdale and West Palm Beach. The Miami-to-West Palm Beach service is expected to begin in late 2016 with the Orlando leg starting in 2017.

The proposed Tri-Rail Coastal Link would also run on the FEC tracks, providing city-by-city commuter rail service between Jupiter and Miami.

"Passenger rail was ceased because it wasn't seen as being needed any longer," West Palm Beach attorney and historian Harvey Oyer III said. "At this point, we cannot build enough roads to continue to provide transportation and infrastructure. We have come full circle and come back to using rail again."

Construction on Flagler's railway started in St. Augustine and moved south, reaching West Palm Beach on March 22, 1894 — a month after Flagler's grand Royal Poinciana Hotel opened in Palm Beach.

By the end of the year, West Palm Beach's first grocery store and post office opened in a tent at Clematis Street and

Narcissus Avenue. The city's first church, Union Congregational Church, was founded, and a volunteer fire department was formed.

"As each new location would be reached, that would become a mini boomtown," said Bramson, who is the author of several books on Flagler's railway. "Once the railroad reached Palm Beach County, you not only had the hotels, it meant you also had employment. You had people who opened businesses."



Boynton: Flagler FEC Railroad Station in 1913.

Although Flagler envisioned his railway as a fabulous getaway for rich northerners, the line also helped boost the region's budding agricultural industry. Once passengers reached West Palm Beach, empty rail cars would carry local produce, such as beans, tomatoes and citrus, to markets in New York, Boston and Chicago.

"That is what allowed our ag industry to explode," Oyer said.

Oyer's family was among a handful of pioneer families living between Palm Beach and Miami before Flagler brought rail to South Florida.

Six years after the FEC tracks were complete to West Palm Beach, the city's population stood at 564. By 1910, that number had tripled to 1,743. The city's population reached 8,659 in 1920. Today, West Palm Beach has roughly 100,000 residents.

"It was really not until Flagler put a railroad through South Florida that there was any population," Oyer said. "Rail provided our first opportunity to grow. It may be one of the only ways to grow in the future."

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Layout Command Control

From *Didrik A. Voss, MMR—Manager, S&C Dept, NMRA*

During the last NMRA convention in Cleveland I had a chance to talk to several advocates of competing Layout Command Control methods. As you may not know, Layout Command Control, LCC for short, describes a method of communicating with accessories on the layout such as turnouts, signals, lights, pushbuttons, panel lights on a separate bus from the DCC bus. By having a separate bus, the DCC bus is able to control locomotives much quicker. Let's face it, the DCC bus was designed in the 1990's. It has great capacity to control locomotive decoders, but when accessories are also controlled through the DCC bus, the locomotive will not be as responsive. The burden of running a CTC board or any of the other train control method through the DCC bus can further slow the responsiveness of locomotive.

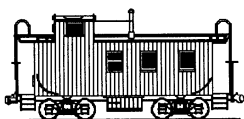
Many of you are aware of Dr. Bruce Chubb's C/MRI system or Dr. Gerry Albers' Signals by Spreadsheet approach. NMRA wants to recognize the contribution of these two approaches, as well as others, in the Standards.

As a result, we are working on having these approaches, as well as OpenLCB[®], fully described in the NMRA standards. In other words, NMRA will be a repository of different methods to accomplish the same goals. We hope to provide a clear and brief description of each approach, so that you may select the approach that best matches your needs and capabilities.

In order for an LCC method to be approved, NMRA will use the following criteria.

1. The method has been developed to the point where it is working on several layouts not owned by the developers of the method.
2. Devices and programs used to operate the method may be manufactured or written by competing manufacturers for no compensation to the original developers of the method.
3. All patents or copyrights associated with the method will be signed over to NMRA at no cost and NMRA will have the authority to sublicense competing manufacturers in their use.
4. The original developers of the method agree to continue their support in updating and improving the NMRA standards used to describe the method.

Additional requirements may be added as this new approach to publishing standards as the program develops.



Arctic Run Show 2015

The Central Wisconsin Model Railroaders Ltd announce the 18th Annual Arctic Run Model Railroad Show and Sale.

Saturday and Sunday January 17th & 18th, 2015

Holiday Inn and Convention Center, Stevens Point, WI

Because of your help, and our new, larger location at the Stevens Point's Holiday Inn - Convention Center, we saw a 30+% increase in attendance. The show has truly become the premier after-Christmas and early New Year event, not just for model railroaders, but also for the entire family. Fully 20% of our attendees were under the age of 11.

Events include an interactive Thomas The Tank Engine layout for the kids, and a dozen operating model railroad layouts for the "older" crowd. The show will also feature exhibitors and vendors from throughout Wisconsin and surrounding states to network and help fulfill modeler's needs for equipment and supplies.

For more information Contact:

Central WI Model Railroaders Ltd, % Gordy Sauve
1828 Marys Drive, Stevens Point WI 54481;

(715) 341-8228 – phil.jane.gjevre@charter.net

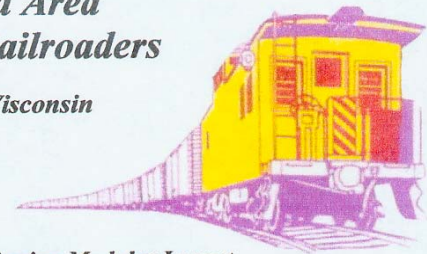
(Phil Gjevre) or

(715) 341-5253 - designcentralwi@yahoo.com

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Gregg Condon Earns MMR 537!

By Mark Preussler, MMR #442

It's always a special day when someone you have known for years achieves a goal. For Gregg Condon to finally earn his certificate as a NMRA Master Model Railroader it was more a matter of filling out paperwork than anything else. I was happy to accompany Gregg, his wife Pat, and my brother WLD AP Manager Marvin Preussler, MMR to a local supper club to help celebrate the occasion of reaching his MMR goal.

His journey began in model building and model railroading years before I was around (sorry to date you my friend), but I've known Gregg for well over two decades from his involvement in the Soo Line Historical and Technical Society. Gregg served as emcee at many a SLHTS meet and he also helped in planning for several of them.

Like a few other prolific modelers in the WLD, Gregg wasn't initially concerned with keeping track of his merit awards from contests, or even the contests in general, but was smart to at least keep the paperwork acquired through the years in a safe place — and throughout several different moves to new cities. As an MMR myself, I'm supposed to encourage other members to get involved in the AP Program and assist an MMR candidate as much as possible, but of course never doing the work for him or her.

Marv and I made a few trips to Gregg's place in Greenville over 2013 to encourage him and merit judge several models. This was not a "rubber stamping" of the models or work he did. Quite the contrary as we feel we're pretty tough judges! There were dozens of models to choose from and some didn't measure up. While it's awkward outside of a contest room to tell a modeler that his effort just fell a few points short, it's part of the job. After hours of judging and inspecting, we had enough models that earned 87.5 pts. (or more) and then left Gregg alone to fill out his SOQ forms. All of the forms are then sent to the National NMRA offices where they are once again inspected and images of the work are reviewed.

I only bring up the fact that not all of the models we judged measured up to 87.5 pts. because of the continued "heat" on the AP program in various online chat forums. I personally have had many models judged since 1992 that didn't earn merit awards. But, instead of pouting and slandering the judging process, I learned how to build better models and present them in a way that allows the judges to know what they're looking at and better explain how it was built. I think building better models the main goal of the AP program anyways. The MMR status is certainly impressive, but I'm not even the most talented or knowledgeable modeler in my operating



Gregg receiving his MMR plaque #537 with Marv Preussler, Midwest Region's AP Manager. (Mark Preussler photo.)

group (Lakeshore Area Prototype Modelers) consisting of 6 other guys. For that matter, neither is Marv! I'm quite sure I can speak for Gregg when I say the reward of the AP program is the journey. The friends we make along the way are most memorable and pay dividends for years afterwards.

Gregg and Pat plan to move out of the WLD next year, going up to the "Hinterland" north of Eau Claire. I'm sure we'll meet again "down the rails," but now it will be Gregg's turn as an MMR to inspire and help NMRA members in his new location to take strides in the AP program. With his love of giving clinics and his outgoing personality, I'm sure he'll do it. Our loss is someone else's gain, but don't be surprised if the WLD clinic chair keeps your new phone number handy.

Once again, congratulations on this honor. It was my honor to have a very small part in your success! When you see Gregg at an upcoming train show or better yet the MWR Convention in Manitowoc next spring, wish him well!



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Team Track

Division Officers

James C. Cruthers	Superintendent
Mike Wadinski	Asst. Superintendent
Scott Payne	Paymaster
Vern Ehlke	Chief Clerk
James C. Cruthers	Division Director

Board of Directors

Emory Luebke	thru 10/14
Dave Allen	thru 10/14
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
John Leow	thru 06/18

Note: There are three (3) open spots for anyone interested!

Committee Chairs

Todd Bushmaker	Whistle Editor, Ads, Circulation, Subscriptions
Marv Preussler	AP Chairman
Wally Rogers	Membership Chairman
Emory Luebke	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
David Allen	Model Contest Chairman
Joe Lallensack	Photo Contest Chairman
Mary Eiden	Co-Webmaster
Michael Eiden	Co-Webmaster/Web Programmer
Vacant	Scout Coordinator

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

Classifieds

[\$10/year per ad]

This space available!



On the Ready Track

October 4-5	Hub City Model Railroad Show Marshfield
October 11-12	Indianhead Train Show Eau Claire
November 1	WLD Annual Operation Session Sheboygan
November 8-9	Trainfest—Milwaukee www.trainfest.com
November 29-30	Paper Valley MRRC Open House Kaukauna
January 10	WLD BOD Meeting Appleton
January 17-18	Arctic Run Model RR Show Stevens Point
April 17-19	MWR Convention Manitowoc
April 25-26	Titletown Train Show Green Bay



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