

# THE WINNEBAGOLAND WHISTLE

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

VOLUME 51, ISSUE No. 3

FALL 2018

*A mournful whistle | Echoing through the prairie | Heralds the night train*

## COVER PHOTO:

*Horicon depot, Memorial Day 2015.*

*The depot, built by the Chicago, Milwaukee and St. Paul Railway in 1914, is now offices for the WSOR's Horicon facilities.*

*Photo by Tom Bruss; see story on Page 3.*



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## Superintendent's Report

*By John Leow*

Well, it's definitely autumn in the U.P. That means a chill in the air that puts colors in cheeks, noses, and in the trees – and unfortunately, that white color on the ground. We haven't had any snow stick yet in Marquette, but I've heard reports that the Keweenaw has. Less than 70 days till Christmas.....

As the season turns, we get back into the traditional time of year when model railroading starts to pick up again. I'm actually really looking forward to it this year, as I'm going to need a change from all of the 1:1 building we've been doing at our cottage downstate. Unfortunately, that project is behind schedule, so my modeling is going to have to wait until a little later in the winter.

The Fall Meet in Pickett was, in my opinion at least, a resounding success. Turnout was a little down, due in part to conflicts with the SLH&TS convention and a couple smaller shows, but Rich Hopfensperger put together a great assortment of clinics and speakers. I think everyone had a great time – I know I did!

We also had our fall Board of Directors meeting after the meet. It was pretty run-of-the-mill meeting, but we did come up with a tentative slate of officers for next year. The board also voted to move to an electronic voting system. It should make the election go more smoothly and save the Division some money in printing and postage. Don't worry if you're not online – if we don't have a valid email address, you'll get a ballot in the mail.

*(Continued on page 2)*



## Superintendent's Report

*(Continued from page 1)*

The Midwest Region Board of Directors meeting was also held a few weeks ago. Unfortunately, I was not able to attend, and I have not seen the meeting minutes, so I can't really comment on what happened. I'll try to have something in the next issue.

Personally, it's been a busy summer and fall. As I mentioned, we're renovating our cottage in lower Michigan, and that has taken up a ton of our time. I still managed to attend the National Narrow Gauge Convention in Minneapolis, and help out again on the renovation of Quincy and Torch Lake #6 in Hancock. My son Paul and I had a great time at the NNGC – we got to see some great models and attend some really good clinics, as well as do a little shopping. In Hancock, we added some more "detail parts" to #6 and rolled her out of the roundhouse for Railroad Days, which attracted a ton of attention. We also disassembled the tender for #5, readying it for restoration.

Upcoming Division activities include the fall operations session, which will be held at layouts in the Neenah area this year. Our Spring 2019 meet will be in Stevens Point, and the Fall 2019 meet is scheduled for the Houghton/Hancock area. So keep your calendars open – these are going to be great events! We'll post more information as the details are firmed up.

New Year resolution update: Complete failure. I'm even late with this column. Sigh.....

Well, enough computer time. I think I'm going to grab a snack and watch a little Monday Night Football before bed.

Till next time! — John



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## View From the Cab

*Your Editor*

It's that time of year again, after summer goes by too quickly, we lose light and in this neck of the woods at least, we start bickering over whether the Packers made the right decisions to field a successful team this year. As of this writing, they are not doing too well, but at least the Brewers have taken things deeper into October than in recent memory.

Sounds like the WLD Fall meet went well; I was not able to make it as my family was wrapping up our camping season. Also have been busy planning for TTS' future; it is confirmed that TTS 2019 will be the last event held in the Arena-Shopko Hall buildings before they start coming down. Unfortunately I will not be part of the architecture team for the new building (I tried!) but hopefully I'll be able to see the progress and put in my two cents to make sure it's all set up well for a train show! I'm sure I haven't annoyed them too much yet.

Coming up we have WLD's annual operating session November 3rd. Emory Luebke and Mike Key have graciously opened their pikes for operations and camaraderie; see info and sign-up form elsewhere in this issue. The weekend after that of course is Trainfest, then deer hunting season, followed quickly by Thanksgiving, Black Friday, Cyber Monday, Winter, Christmas, and 2019! Am I going too fast?

It will all be a blur until after the holidays... that will probably be the first time I'll have time to do any modeling. Then again, it looks to be a very busy winter for me at work too. Retirement is theoretically less than 20 years away, unless of course we win the lottery. If I do I promise I'll share.

For anyone else with some free time or a little ambition outside the basement, as always the WLD is looking for fresh faces and opinions on the admin side of the Division. Our next board meeting will be January 12th in Appleton, and all are welcome to attend and participate. If your area of the state hasn't seen a convention for a while and you think there's an opportunity, by all means let us know. This is a big Division and it's more than northeast Wisconsin!

Similarly, I'd like to hear from some of the far reaches, especially up north. Send me some information on your layout, your ambitions in the hobby, a product review, modeling tips, a different perspective, or whatever suits your fancy. It doesn't all have to be on Facebook!

Until next time, keep on trainin'! —Todd  
[tbushmaker@sbcglobal.net](mailto:tbushmaker@sbcglobal.net)

# The WSOR in Horicon

By Tom Bruss

*[Editor's note: this article is a follow-up to a photographic clinic Tom presented at the Fall meet.]*

The slideshow of Rich Hopfensperger's remarkable photographs of the WSOR, operating between Horicon and Oshkosh, began with a great (approximately 20-year-old) shot of the current Horicon depot. I was tempted to mention what I have learned about the depot's history, but I abstained. I knew we would be pressed for time to display all of the photographs within the allotted time.

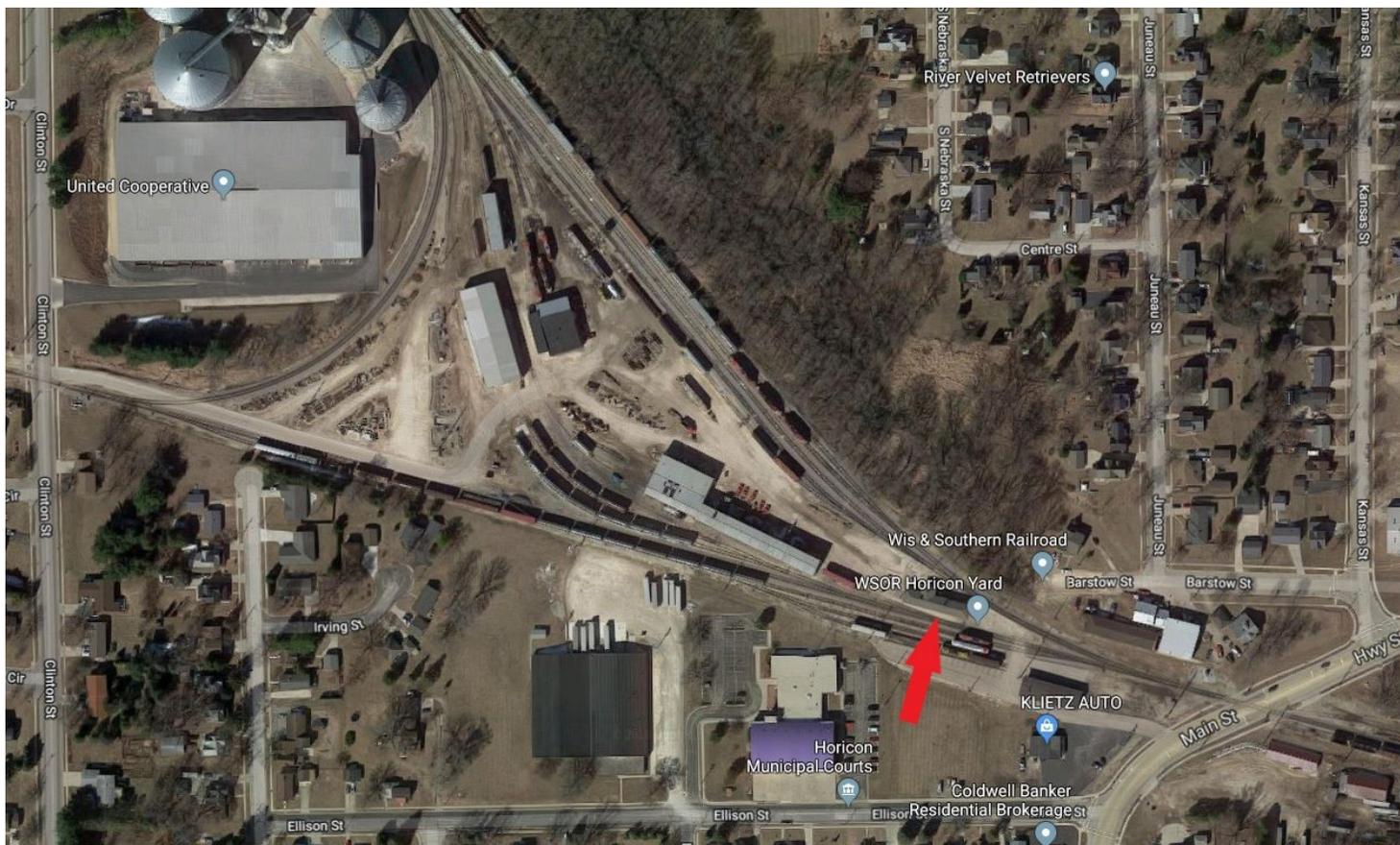
The original depot at Horicon was built by the La Crosse & Milwaukee Railroad in 1855 or '56, on the east side of the Rock River. That railroad's successor, the Milwaukee & St. Paul Railroad, constructed a new depot west of the Rock River, near the site of the current depot, in 1863. The original depot was sold and moved a few blocks northward, where it served as a German Methodist church.

The next successor, the Chicago, Milwaukee & St. Paul Railroad, erected a new depot at the current site in the mid- to late-1880s. About a quarter-of-a-century later, the depot was beginning to show signs of age.

The Horicon Advancement Association, a group of prominent local citizens and business owners, filed a petition with the Wisconsin Railroad Commission ca. 1913. They alleged that the "station facilities at Horicon, Dodge County, are unsanitary, inadequate and insufficient and that the present situation is dangerous and asks that the respondent be required to increase its station accommodations for passengers and to build an adequate freight depot."

The allegation of "inadequate" primarily referred to overcrowded waiting rooms. Horicon, and the volume of its passenger traffic, had grown significantly over the past 25 years, but the depot had not. "A count was made by a witness for the petitioner of the number of passengers waiting at the station for the evening trains. On each occasion the waiting rooms were filled beyond their seating capacity and passengers were standing on the platform."

The "unsanitary" allegation related directly to toilets. Most 21st Century Americans take indoor plumbing for granted. In 1913, outhouses, sometimes referred to as "earth closets," were still widely used by many homeowners, businesses, and the railroad depot at Horicon. The petitioners pointed out that "the city now has water works which make feasible the installation of sanitary toilets."



Google aerial of the WSOR Horicon shops. Red arrow indicates the depot, while the maintenance and paint shops are inside the wye to the left.

(Continued on page 4)

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The Commission held a hearing in Horicon on 4 November 1913. The railroad, *“denies that its facilities at Horicon are wholly inadequate or unsanitary, but states that it will add another waiting room during 1914 and add such other improvements as may be necessary to handle the business.”*



Mark W. Hintz photo -- March 20, 2008 -- Horicon, WI

After considering testimony from both sides, the Commission decreed on 14 March 1914: *“It Is Therefore Ordered, That the respondent, the Chicago, Milwaukee & St. Paul Railway Company, erect a modern depot for passengers west of its present depot at Horicon between the two main lines, which shall be adequate for the traffic; provide a*

*freight station south of the present site and south of the sidetracks, which shall have adequate platform and a storage room for the freight handled at Horicon and a convenient highway approach; and construct and maintain a properly surfaced driveway to its stockyards from the public highway.”*

The “new,” and current, depot at Horicon opened in the summer or fall of 1914. I say “new” because some references suggest that the MILW was permitted to substantially enlarge and update the 1880s depot, rather than construct a brand new depot.



Mark W. Hintz photo -- March 20, 2008 -- Horicon, WI

Above photos: The depot in March 2008. Photos by Mark W. Hintz.

Later during the slide show, Rich’s photographs of WSOR 1501, the unusual, flat-yellow MP15AC, generated quite a bit of interest. One guest asked if I knew anything about it. I admitted that I could not immediately recall anything about it.



After the meet, I mentioned the occurrence to Rich, and I asked him if he could recall anything about the locomotive. He reminded me that it was a former MILW unit. I wish I had remembered that during the presentation. I am always thrilled to see former MILW equipment rolling along former MILW rails; I suspect that I am not alone.

According to information found at [rpicturearchives.net](http://rpicturearchives.net), [donsdepot.donrossgroup.net](http://donsdepot.donrossgroup.net), and other sites, the locomotive was built as MILW 491 in 1975. Acquired by the SOO in 1985, it was renumbered SOO 1557 and wore the so-called ‘Bandit’ paint scheme until it was retired in December 2002.

Then it was acquired by the National Railway Equipment Co., who gave it a coat of yellow primer at some point before selling it to WSOR in November 2007. WSOR acquired several former MILW MP15ACs around that time. All, except this one, wore the SOO ‘Bandit’ paint scheme. All, except this one, were eventually adorned with WSOR’s fine-looking paint scheme. It has reportedly been renumbered as WAMX 1599.



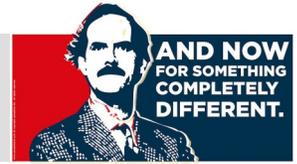
**Todd M. Bushmaker** AIA, LEED® AP  
Project Architect | BIM-IT Support

122 East College Avenue, Suite 1G, Appleton, WI 54911  
P.O. Box 8034, Appleton, WI 54912  
920.380.2132 direct | 920.475.2881 mobile  
920.731.2322 main | 920.380.2190 fax

[tbushmaker@hoffman.net](mailto:tbushmaker@hoffman.net)

# How to Build a Better Train Toilet

By Richard Hollingham, reprinted from BBC News.



Fresh from the factory, Britain's latest hi-tech train glints under the powerful lights of the depot. With its aerodynamic nose-cone and sleek racing-green carriages, the machine stretches into the far distance.

"This is a very different train to the 40-year old trains it's replacing," says Sam Fisk from manufacturer Hitachi, and our guide to the North Star depot near London's Paddington Station. "We've imported technology from Japan and our design centre has made sure the train is shaped so it cuts through the air."



Some 200 of these Class 800 hybrid units – capable of running on both overhead power and diesel – will eventually replace Britain's 40-year-old High Speed Trains. They recently made their debut on the line between London and the west of England and will soon be rolled out on the East Coast Main Line to Scotland. That line is a route made famous by world record-breaking steam engines such as the Flying Scotsman and 126 mile-an-hour Mallard.

Inside, the train has that new car smell with unblemished rows of spotless seating. At the front is a futuristic cab with computer screens and arrays of switches, looking like it was transplanted from a Space Shuttle cockpit.

"It's a digital train," says Fisk. "Drivers came in to test the design, so it's single comfortable seat at the centre and even has a handy cup holder."

That's all very well, but where you have drinks you eventually need toilets. What are they like?

Since the end of the 19th Century – and in the US even earlier – most long-distance trains have been fitted with toilets. They're a necessity for any long-distance journey but most passengers do their best to avoid them.

"There's been terrible toilet design," says railway author and historian Christian Wolmar, who's travelled the world by rail. "They range from the very basic on Indian railways – where's it's not much more than a hole in the floor – to modern toilets, which have the dodgy trick of the door opening by itself."

Ah, yes... the self-opening toilet door. Anyone who has ever

used a British train toilet has almost certainly experienced the excruciating horror and embarrassment of the automatic door slowly rolling open for fellow passengers.

The problem is down to the design of the buttons, and complicated instructions (in English only), requiring users to press one button to close the door and then another to lock it. To make things even more confusing, the switches are often back to front.

But this isn't the only issue with train toilet design...

"They tend to have a completely unfathomable system for the sink – the water comes out, air comes out and soap comes out all from different bits hidden under a shelf," says Wolmar. "Inevitably you turn on the hot air before the water - I can't understand why the design is so difficult and complicated."

It's issues like this that the designers of the new high-speed trains were told to address. With the trains commissioned almost 10 years ago, they've had plenty of time to get it right.

"The government set the specifications and one of the feedbacks was that the standard of the toilets had to be raised from the earlier fleets," says Fisk. "We built a wooden mock-up of the whole train and have had more than 200 groups of passengers on board to give us feedback – then we went to the factory and built the real trains based on what they said."



So, did the people get what they asked for? BBC Future decided to put this "better" train toilet to the test.

Each train has five toilets on board – three are similar in size to aircraft toilets and two are designed to fit a wheelchair and include a fold-down baby changing bench. We chose to investigate one of those.

First impressions are good - the toilet is spacious, clean and well-lit, with grey and cream walls. It even has inset wooden panels and two coat hooks.

"We made sure that we had wheelchair users come in here, you can turn a wheelchair, we also had people with guide dogs and people with babies," says Fisk. "It's really important that the spaces and angles are right."

*(Continued on page 6)*

## Train Toilets cont'd...

*(Continued from page 5)*

So, onto test one: locking the door.

"Being able to lock the door was the number one feedback," says Fisk. "We've made sure the locking system is a lever and you have to push that lever to the right."

A red sign lights up and a woman announces from a hidden speaker that "The door is locked."

So far, so good.

Next, the toilet itself. All seems to be in order – there's toilet paper within easy reach and the bowl flushes with considerable power. So forceful in fact that rumour has it Nasa was inspired by bullet train toilet design for the International Space Station.

Toilet waste goes into a tank under the train. Like many others around the world, some older trains in the UK still dump waste directly onto the tracks. "Do not flush in the station" signs are, apparently, largely ignored.

Finally, the basin - a pushbutton arrangement that might not entirely please Wolmar but seems to function well enough.

This new train toilet is hardly revolutionary but it goes a long way to addressing flaws in train toilet design. "We tried to simulate a hotel toilet – it's nice, it's bright," says Fisk, "we wanted to bring a nice feel to the place."

Out on the mainline, the new Hitachi trains have had a number of teething problems. Passengers report hard seating, leaking air conditioning and issues with onboard catering and timekeeping. One train recently broke down completely, leaving hundreds stranded for six hours.

Still, at least the toilets are well designed.

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## Deadly Accident in India

*Reprinted from TIME Magazine*

NEW DELHI (AP) — A speeding train ran over a crowd watching fireworks during a religious festival in northern India, killing at least 58 people and injuring dozens more, police said. The train failed to stop after the accident on the outskirts of Amritsar, a city in Punjab state, said the state governing Congress party politician, Pratap Singh Bajwa.

Police Commissioner S. S. Srivastava said the police have found 58 bodies so far.

The Press Trust of India news agency said two trains arrived from the opposite direction on separate tracks at the same time giving little opportunity to people to escape. However, the casualties were caused by one of the trains, it quoted officials as saying. There was no railroad ministry statement on the accident.

India's Prime Minister Narendra Modi said he was extremely saddened by the train accident. "Have asked officials to provide immediate assistance that is required," Modi tweeted.

A witness said the train didn't even sound its whistle as it sped past the site, where hundreds were watching the burning of an effigy of demon Ravana during the Hindu festival of Dussehra.

"Why did authorities allow the fireworks display so close to the railroad track," he asked. He told the Republic television channel that he lost two brothers.

Another witness said the victims didn't realize that a train was coming their way because the fireworks were too loud.

Navjot Kaur Siddhu, a local Congress party politician who was the chief guest at the religious function, said the celebrations take place in the area every year and railroad authorities are alerted to run the trains at slow speeds.

A large number of people live in the area with homes on both sides of the railroad track, she said.

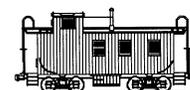
Shatrughan Das, an injured 35-year-old factory worker, said he was sitting close to the railroad track watching the fireworks. "I didn't see the train coming. I fell unconscious. I saw the police taking me to a hospital as I regained consciousness."

"I am feeling a strong headache and pain in my back and legs," Das said from his hospital bed. "But I don't have serious injuries."

Following the accident, people rushed to the site and shouted at railway officials for not taking precautions. The site of the accident is nearly 465 kilometers (290 miles) north of New Delhi.

As the effigy was lit and the fireworks started at the religious function, a section of the crowd started retreating toward railroad tracks while watching the event.

While accidents are relatively common on India's sprawling rail network, Friday's was among the deadliest in recent years. In 2016, 146 people were killed when a train slid off railroad tracks in eastern India.



## Team Track

### Division Officers (terms thru 04/19)

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

### Board of Directors (terms thru 04/19)

Wally Rogers	Joe Lallensack
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](http://www.wld-nmra.com)

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NMRA"

## Timetable

**November 3rd** WLD Fall Operating Session  
Greenville and Neenah

**November 6** VOTE!

**November 10-11** Trainfest  
WI State Fair Park, Milwaukee  
[www.trainfest.com](http://www.trainfest.com)

**November 23-24** Paper Valley MRRC Open House  
<https://www.facebook.com/Paper-Valley-Model-Railroad-143506362475768/>

Also Clipper City MRRC Open House  
<http://www.clippercitymodelrailroadclub.org/>

**January 12  
10:30am** WLD Board Meeting  
SLHTS Archives, Appleton

**February 2-3** Arctic Run Train Show  
Holiday Inn Stevens Point

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NAME:

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EMAIL ADDRESS:

INTERESTED IN DINING AFTERWARDS: YES\_\_\_\_ NO\_\_\_\_

Cost is \$5.00 which will be collected at the first layout of the session, DO NOT MAIL the \$5.00. You will be notified by email or mail. Openings are limited so slots will be filled on a first come first served basis. The exact number of slots is not known at this time. Also, if you wish to operate with another attendee, please indicate that below, however we cannot guarantee this request:

I would like to operate with: \_\_\_\_\_

**SEND THIS REGISTRATION FORM TO:**

**To: \_Scott Payne**

**Address: 6515 Leona Lane**

**City/Zip Code: Sheboygan, WI. 53081**

**Email: s\_payne@charter.net**



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