

THE WINNEBAGOLAND WHISTLE

OFFICIAL PUBLICATION OF
THE WINNEBAGOLAND DIVISION
MWR/NMRA

VOLUME 45- ISSUE NO. 2 SUMMER 2012



A Prototype For Everything!



Inside This Issue:

Election Results

Dennis Eggert- Layout Update

On the Cover:

A little engine that could! Kohler Co. employs an old GE switcher now painted with the words of that famous story under the cab. John Winter captured the engine moving a car around the property a few days before our meet in Plymouth. Too bad it wasn't working on Saturday May 5 th.



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Superintendent's Report ...

By: Mark Preussler, MMR

Back in spring, the WLD Board of Directors and membership made what I feel was the right decision in allowing the four year term limit on Board members to be modified thus allowing those people who serve four one year terms on the BOD to move up into an Officer position without having to take a year off from any position in the WLD.

We must not abuse this new ruling and expect the people "running the show" for the last 20 years to continue on without any help from the rest of us. I want new faces and ideas as well as more helpers to spread the duties around. This is an exciting time in the WLD with a great fall meet coming together in Wausau and an equally nice spring 2013 meet planned at Neenah. Work continues on the fall meet for 2013 at Rhinelander too.

The WLD is in a good spot with multiple meets lined up and dedicated members heading each one. There is plenty of time to plan a schedule before October 13th so please make time for the Wausau meet! While lots of people are helping, I'd like to recognize Don Haney and Mike Wadinski for coming down to Plymouth and promoting the event. We really appreciate it and look forward to a great day in Wausau.

Enjoy the Summer!

Mark

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MODEL RAILROAD MAKEOVER - PART 2

WORK CONTINUES ON THE SENECA SUBDIVISION

By Dennis Eggert

All photos by the author

Work on my Seneca Subdivision HO layout continues this season, with progress on scenery and track. I define my work season as the colder months of November through March, when I'm not involved in outdoor activities. As I write this, my work season is being cut short by 80-degree mid- March temperatures! This is a continuation of the layout construction I wrote about in the Winter 2011 issue of *The Whistle*. In case you missed it, follow this link: http://www.wld-nmra.com/PDF_Files/Winter%202011%20Whistle.pdf

This season, I finished the plaster scenery, painted the base color on the plaster scenery, painted the fascia, added ballast and spent the majority of my time laying the track. I build the scenery before laying the track, which has put my main track out of service since November of 2009. This would not be tolerated on a prototype railroad! At this time, I have all of the track completed, and have trains running again. Future projects include scratch building a depot and grain elevator complex and adding more scenery details. The following pictures show the work in process.



Left: In this picture, the fascia board is installed and the plaster coat has been added over the pink foam board. The fascia is made from ¼" plywood. When I'm working on the scenery plaster, I use some of the plaster to fill any nail holes or blemishes in the plywood.



Above: This is a view of the overall area of this season's work. When working with plaster and paint, I cover the nearby finished areas with plastic sheeting. At this point, the plaster used on the fascia has been sanded smooth.



Left: The fascia is now painted and the base color has been painted on the scenery plaster. I use interior latex semi-gloss paint on the fascia board. For the scenery base coat, I use interior latex flat paint. I keep the paint off the paper track templates, which were glued in place when I installed the roadbed. This area is now ready for track!

Right: All of my track and turnouts are hand laid. The first step in making hand laid track is gluing the wood ties to the roadbed. The ties are placed onto the roadbed using the paper templates as a guide. Using a drill and file, I cut a slot through the roadbed where the switch point throw rods will come up from below the layout.





Left: After the glue is dry, I paint the ties a rail brown color using inexpensive acrylic paint from the craft store. The ties shown here are part of the yard and were given a second coat of gray paint to give them an aged look. I purposely glue some of the ties in crooked.



Left: When the paint is dry on the ties, I add the ballast. I use a mix of white glue and Windex for ballast glue. This track is part of the yard, and I will model it as maintenance deferred track with old cinder ballast and rotting ties.



Left: This is a close up view of the track on the siding after the rail was spiked down. This is code 55 HO rail, which is equal to about 75-pound prototype rail. I purposely sanded low spots in the ties to simulate poorly maintained track. The down side of hand laid track is the lack of tie plate and spike details. The spikes you see are on every fourth tie, and they are oversized for HO scale.



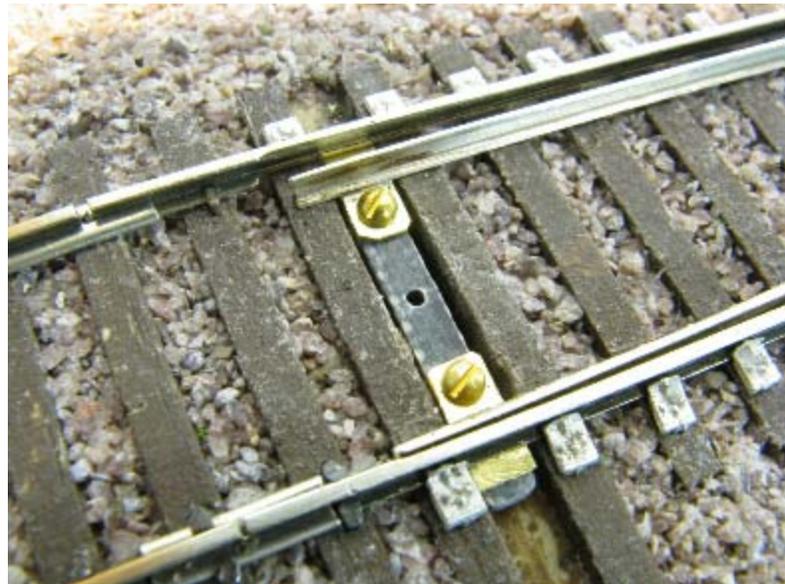
Above: This is a switch off the main line that leads into the yard. It's built with code 70 rail, which is equal to about 100-pound prototype rail. This turnout is built in a curve with a slight super elevation. The main track ballast is made by sifting the dust from real "Pink Lady" C&NW ballast. I added Details West rail brace castings to the rails by the switch points. They add a bit of detail and actually help hold the rails in place. The rail joiners and bright areas of the rails will be painted rail brown later.



The turnout frogs are made by cutting and bending pieces of rail. The frog is then soldered, and the flange ways are opened up using a cut-off hack saw blade.



Above: This is a work in progress picture that shows the partially completed main track and siding. The yard tracks are starting to come to life with ties being glued down. I added the DCC wiring to the open bench work, before any of the sub roadbed was installed. Now, when I finish a piece of track, all I do is add the feeder wires up to the rails and the wiring is complete.



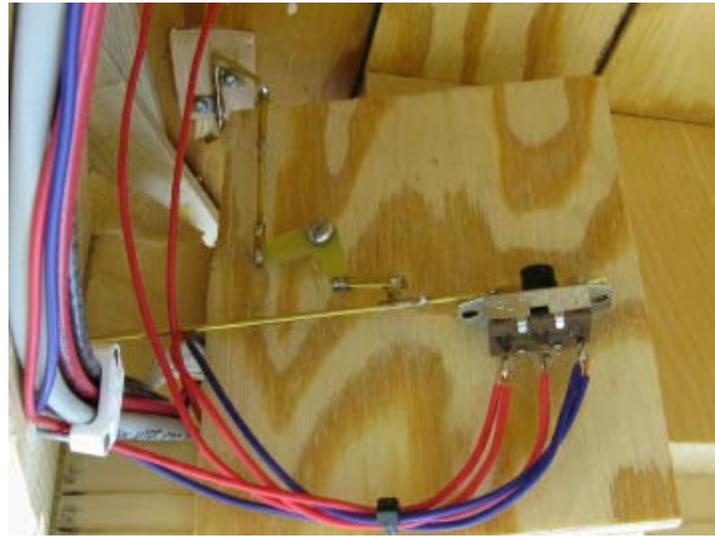
The points are made by filing pieces of rail into a tapered shape. A small brass plate is soldered to the bottom of each switch point. The brass plates are drilled with a #55 drill, which clears the 00-90 brass screws that hold the points to the throw bar. The throw bar is made from a piece of printed circuit board, which is tapped for the 00-90 screws. The brass plates contact the bottom of the stock rails, which keep



Left: On two of the turnouts, I added operating Details West switch stands. I drilled out the switch stands, and added a vertical shaft, made from a piece of brass rod which rotates when the switch points are moved. There is a very small crank at the bottom of the brass rod, which is rotated by a brass rod connected to the switch points. The switch stand target is made from a piece of .005" brass sheet.



Left: Here is one of the vertical shafts, shown upside down, with the crank soldered in place. The dimension between the holes in the crank is very critical to achieve the 90-degree rotation. I made several attempts, before getting them right.



Above: I make my own switch mechanisms, which are made using slide switches and brass shapes. The operators on the fascia are made from stick pins. The stick pins come in several colors, and I use red for main line

Right: The stick pin operator on the fascia is connected to a horizontal brass rod that operates the slide switch. The slide switch accomplishes two things; it acts as a mechanical latch to hold the switch points in position, and it provides an electrical contact for the turnout frog. The horizontal motion is converted to vertical motion by a crank made from a piece of printed circuit board. A mechanism, mounted to the underside of the sub road-bed, converts the vertical motion to a rotating shaft. The far end of the rotating shaft has a piece of





Left: This is one of the finished main line switches after a little airbrush weathering. Using Polly Scale acrylic paint, I sprayed a little bit of Rust around the rails and Oily Black around the switch points.



Left: This part of the layout was built last year, and I recently added static grass, ground foam and traffic signs to the scene. This is a driver's view, looking down the highway that parallels the railroad. The track was deliberately built with a sag, to appear like the prototype railroad I'm modeling in southern Minnesota.

Left: This is a gravel country road that crosses the paved highway. The gravel is made from sifted sand. The highway is made from cast plaster and painted with Ralph Lauren Texture paint, custom mixed to appear like weathered asphalt. The traffic signs are from a Shadrack street sign sheet.





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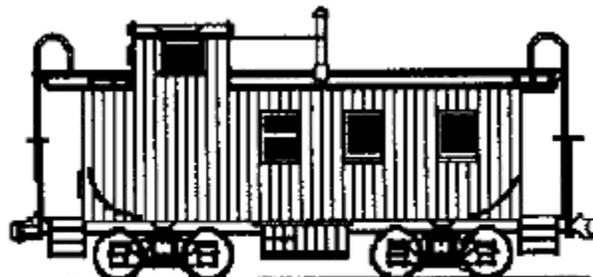
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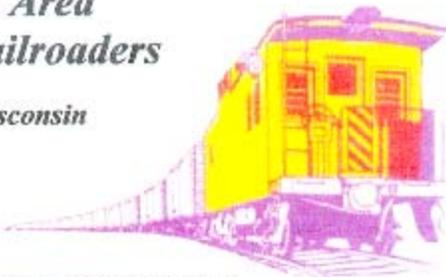
Officers of the WLD for 2012-13

Mark Preussler- Superintendent
Gregg Condon- Assistant Super.
Lynn Jasch- Paymaster
Larry Easton- Chief Clerk

Thanks to James Cruthers, Joe Lallensack, and Roger Wurtzel for serving the WLD as Board Members (Roger -Assistant Super) for the last several years. We look forward to your continued involvement either by rejoining the BOD or serving as a Chairman.

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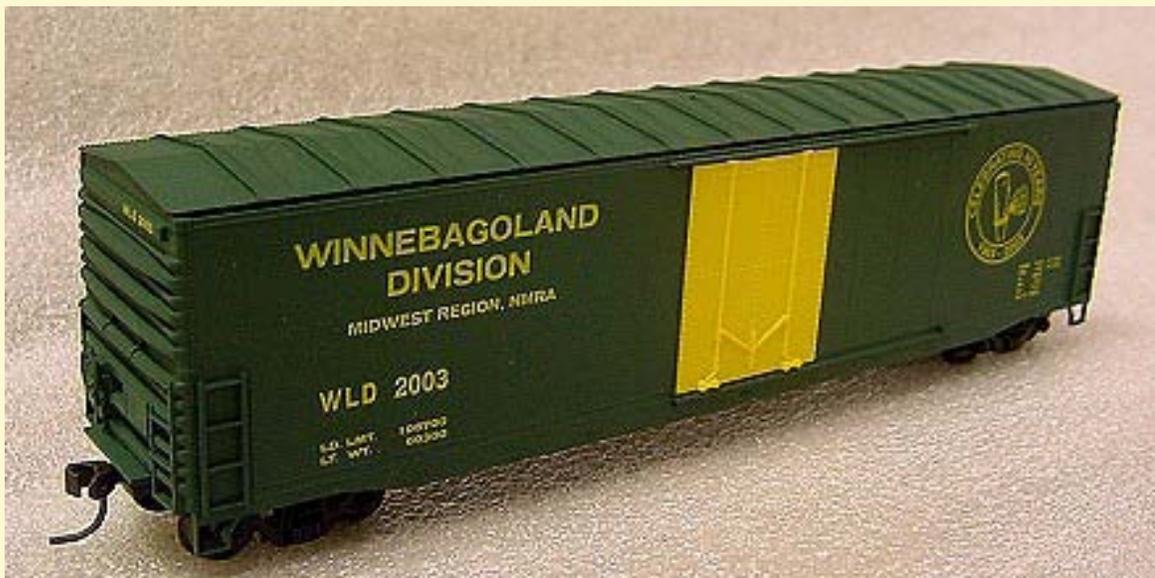


We're *Almost* 50!

Yup, almost 50 years old and it's time to celebrate! What to do? Well your Board of Directors has a few ideas. How about a custom decorated car? Thanks to Ken Soroos, we have several options via Dennis Storzek at Accurail. What type of car should we offer? What color scheme? Now is the time to decide!

At the Meeting of Membership on May 5, 2012 during the WLD Spring Meet, we decided on a boxcar similar to the one below would make a good choice. But, now we'd like more input, and that's where you come in. We will decide on a car after the WLD Fall Meet in Wausau and will be taking another vote there from members and friends of the WLD.

As far as a special meet, that will need to wait until 2014. Prices at the National Railroad Museum where we held our first meet have skyrocketed up and it's not an option for our group. We will find a reasonably priced alternative and still have a celebration worthy of our 50 years!



Where does the time go?

Our last run of custom cars sold out quickly. We are considering this 50' Accurail car to once again celebrate the WLD, this time for its 50th anniversary. The color and graphics may be updated or changed. How about a more modern outside braced car? Or, maybe an old wood sheathed Accurail 40' boxcar. We will narrow down our choices and color schemes this year and take your input throughout 2012.

NEWS FROM NATIONAL



- **The Board of Directors will meet** in Grand Rapids on Friday, July 27, Saturday, July 28, and Sunday, July 29. While the Friday meeting is a closed caucus, most of the Saturday and Sunday meetings are open to all members. At this time the meeting room hasn't been determined, so check with the convention hotel after you arrive if you're interested in attending.
 - The NMRA has **revisited its corporate status** and has incorporated in the State of Missouri. One of the driving factors was to enable the Board to conduct electronic meetings (a practice not allowed in the State of Ohio, where the NMRA was formerly incorporated). This lets the Board vote on matters of significance in the time between the Winter and Summer meetings. The move also provides the proper opportunity to revisit the regulations (bylaws) as we update them to satisfy the Missouri Corporate requirements.
 - GrandRails 2012 has just signed up **a rep from OSI who will be presenting several clinics** about their brand new diesel sound system. The system lets users control sound and light functions to match specific railroad practices. Check the clinic schedule for this addition.
 - Coming soon: an announcement on the convention website about **self-guided tours at GrandRails2012**. Watch for it
- And, again an important message from the Convention committee. Now's the time to make sure your convention-going members are aware of it!
- **Grand Rails 2012 is looking for volunteers** who'd be willing to donate an hour or two of their time at the convention doing things like contest room security, helping with registration check-in, silent auction set-up and tear-down, and bus loading. If you're interested and have an hour or two you'd like to donate, contact Mark Baldwin, Vice Chair of Volunteers, at gr2012volunteers@gmail.com for more details.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine.

And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net

*-Gerry Leone, MMR
NMRA Communications Director*

The National NMRA Ballot Committee has met and issued the **official results** of the election from this Spring. The results are:

President:

Ballots received - 1680,

Valid ballots cast - 1569

Charlie W. Getz, IV, HLM - 1550

Vice President - Administration

Ballots received - 1680

Valid ballots cast - 1637

Dave Thornton - 723

Clark Kooning, MMR 588

Howard Goodwin 326

Vice President - Special Projects

Ballots received - 1680

Valid ballots cast - 1599

Bill Kaufman - 1104

James "Lumpy" Lupfer - 493

Norman Frowly (Write-in) - 1

Charles W Getz, IV, HLM (Write-in) - 1

Eastern District Director:

Ballots received - 523

Valid ballots cast - 472

John Roberts, MMR, HLM - 461

Various individual write-in votes - 9 (on each)

Pacific District Director

Ballots received - 90

Valid ballots cast - 90

Mike Bartlett - 53

Robert Peterson - 25

Kelly Loyd = 12

At-Large North America Director

Ballots Received - 1565

Valid ballots cast - 1477

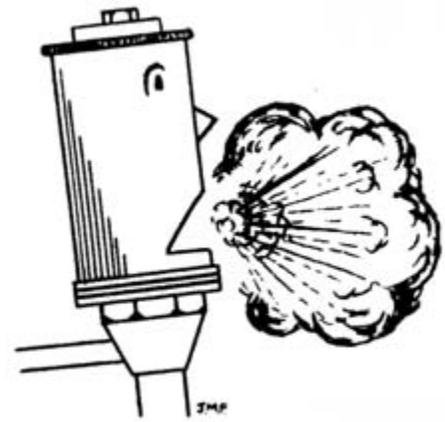
Miles Hale, MMR - 865

Mike Brestel - 610

Dave Barrow - 1

Whit Johnson - 1

There were seven (7) ballots unopened as they were postmarked beyond the deadline.



WLD NEWS

Mullet River Railway Hobby Shop is temporarily shut down due to Cal Krasonya's deteriorating health. Jerry Thompson, the owner of the shop, will have an announcement concerning future operations and hours of the store later this year. As soon as we know of the plans, we will print them here.

Spring Meet Results? Results of the model and photo contests held during the WLD Spring Meet in Plymouth on May 5 will be announced in the next issue of *The Whistle*.

Spring Meet Thank You's: A note from Chris Heili of the Plymouth Model Railroad Society to your Editor stated the group enjoyed hosting and would hope all NMRA members and friends found it to be worth the trip. We had about 80 people in attendance. The brat fry luncheon and the split with the WLD of the door proceeds made the day worthwhile from a financial standpoint too. We would like to thank Chris, Greg Heberlein, Wayne Keyes, and all the club members who helped that day. Also, we had a great line-up of clinicians. Without their help, our meets don't fly!

A Nice Write-Up by Editor Gordy Sauve of *The Crummy*, newsletter of the Waupaca Area Model railroaders. Gordy states he learned a bunch from the clinics held at Plymouth and went on to express his gratitude for the WLD and their help in promoting the hobby. Well Gordy, it's really the clubs like WAMR and great public oriented shows like Strawberry Fest that promote the hobby to the masses. We gear our meets to appeal to the person into model railroading already and use our resources to help other groups promote. Thanks for the kind words! And promoting our upcoming Wausau meet too! It's good to have help getting the word out!

On The Ready Track



June 28-July 1, 2012- Milwaukee Road Historical Assoc. Annual Convention
Moscow, Idaho- Info at: www.mrha.com

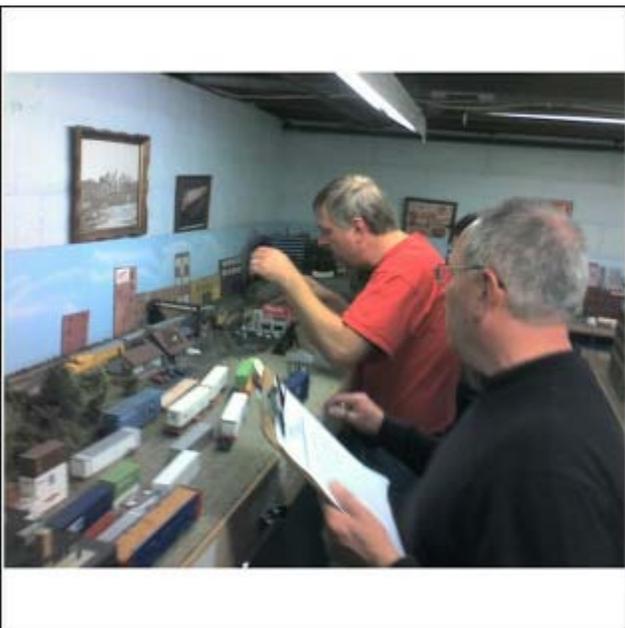
July 21, 2012- Rail fair- Copeland Park- LaCrosse, WI www.4000foundation.com

Sept. 13-16, 2012- Soo Line Historical Society Annual Convention
Thief River Falls, MN www.sooline.org

October 13, 2012 WLD Fall Meet- Wausau WI Best Western Motor Lodge. Watch for sign up sheet
in your mail and on our website soon!

October 21, 2012- Model RR Show & Swap Meet- Circle B Recreation
6261 Hwy 60- Cedarburg, WI www.lammscape.com/cedarcreek

November 10-11, 2012- 41st Annual Trainfest- West Allis, WI Info at: www.trainfest.com



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