

THE WINNEBAGOLAND WHISTLE

The Official Quarterly Newsletter of the Winnebagoland Division - MWR/NMRA



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Summer 2009



Action On The Sandy Point & Western



Inside This Issue...

- Mobile Homes- An Industry You Can Model...
- WLD News and Happenings...
- No More Chipped Handrails!

**The WinnebagoLand Whistle
The Official Quarterly Newsletter
Of The WinnebagoLand Division**

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Subscriptions

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All proceeds from subscriptions and advertising in *The Whistle* are used to defray the cost of publication. The WinnebagoLand Division is a not-for-profit organization and exists to promote the hobby of model railroading. For ad specifications and order forms, contact the Advertising Manager at the address listed above.

Editorial Contributions

The Editor is pleased to receive contributions in the form of articles, news stories, clippings, letters, and photos. Submissions cannot be paid for except with thanks. The Editor reserves the right to edit all contributions to fit the space available

Address Changes

Moving? If so, contact the Subscription Manager with your new address so as not to miss an issue.

Policy On Inserts

The WinnebagoLand Whistle staff will insert flyers for meets announcements, etc. for clubs, other divisions, and the Midwest Region. Send 320 copies of each insert along with a check made out to the **WinnebagoLand Division** in the amount of \$10.00 per insert, to the Advertising Manager.

Back Issues

Back issues of *The WinnebagoLand Whistle* are available from the Company Store Manager at the address listed on this page for \$2.00 each plus postage.

WinnebagoLand Division Website

For up-to-date information and news from the WLD, please visit our website: <http://www.wld-nmra.org/wld/index.htm>

Front Cover

The SP&W crew are looking over the paperwork to make sure they get the right car pulled at the Transfer Terminal at Ironton. Marvin Preussler was on hand to record some of the action during a recent operating session.

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Midwest Region
National Model Railroad Association**

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Superintendent's Report...

By: Mark Preussler

Moving Our Division To The Main..

Before I get started with my first Super's Report, I would like to thank everyone for voting and for my fellow members who ran for office. We had a good election; no matter who would wind up in office, it was going to be someone who works hard for the NMRA. The new Officers are listed as always on page 2 along with our current BOD members.

There has been a lot going on during the last few months here in the Winnebagoland Division. I will use this column during my tenure to update readers and members to make sure I try to get more people involved in the process. This is the only way we will keep our membership levels steady or even GROW the WLD. What a concept! Also, as a bonus for readers I will drop the editors report so you won't need to read my "stuff" more than once or twice an issue.

Now down to business... Certainly the biggest question each year is "where's the next meet?" Thanks to the efforts of Roger Wurtzel, Tim Victor, and members of the CWMR, it looks like we are going full steam ahead for our Fall 2009 meet in Plover/Stevens Point area. This is shaping up to be a good time so make sure you mark your calendars for September 26. More info will follow in the next issue including a sign-up sheet. In 2010, we have the NMRA National in our backyard and groups in Wausau and Escanaba have expressed interest in hosting our WLD Spring and Fall Meets. I will be working with both groups to finalize plans during the summer. In 2011 it looks like we will have our first joint meet with the South Central Wisconsin Division if all goes according to plan. We are in the early stages of talks right now. Paul Mangan, SCWD Super and I will hash things out over the coming months and I hope to center this meet in the Ripon area. Don Huck is our contact with the Ripon Area Model Railroad Club and has expressed a desire to help us out with planning. Also, the modelers in the UP/Escanaba are have expressed interest. We may go from one extreme end of the WLD to the other in 2011! So, I am happy to report some positives regarding our meets with a lot of work still to come.

On the WLD personnel front I am pleased to welcome back Brian Cassidy as our Membership Chairman. Thanks for continuing this job Brian! Mary Eiden has been placed onto the WLD BOD,.

She has volunteered to help us out again and I am happy for it! I will be asking others to join the BOD in the near future. These will be newcomers and from different areas of our Div.

Did you see our new display at TTS? It was a last minute acquisition, and there is no doubt some thought required as to what we need to do with it, but we now have the possibilities that a professional display offers. With some work, it will look as good as anything Walthers or Kalmbach sets up at events. Thanks to Larry Easton and the SLHTS Archives for donating this large former CP Rail display to us.

By next TTS or before, we will have it looking great and highlighting our events such as the Annual Operating Session which this year will be held on November 7th in Appleton. Paul Hillmer is heading it up this time and I hope we get a good turnout. Remember you don't need to belong to the NMRA to attend this. Please look for more info in the next issue.

Finally, if you are an NMRA member and attending the Strawberry Fest Train Show in Waupaca on June 20th, I would invite you to sit in on our Board Meeting starting at 1:00 pm in the "new" Recreation Center, the same building which houses the train show. This gives you the chance to learn what events are being planned and hopefully how you can help the WLD in pulling these events off. It is your division -bring your ideas and a willingness to help make them happen. There will be more reports about current happenings in our WLD elsewhere in this issue.

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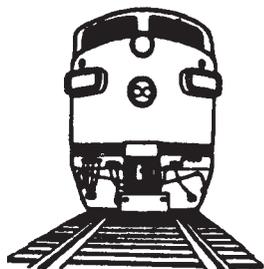
AP News...

By Marvin Preussler

There has been a lot of activity in the Achievement Program from many members in our Midwest Region. It has been somewhat quiet in our WinnebagoLand Division though. Hopefully, in the coming months things will pickup. I know that there are many of our members working on different projects to qualify them for various certificates. When you go on any of our WLD meet layout tours, you can just see how much talent that we have all over our division.

I would always like to encourage anyone who would like to participate in the AP to take a look at the National NMRA website and click on the AP section. This is the best way for you to find out what the requirements are. If you would have any questions about a certain subject, I am always happy to try to answer any questions the best that I can.

I had a Midwest Region member send me two binders full of information for two different certificates a few months ago. This person had done an excellent job of documenting everything for the particular category. The only thing is that he wanted the binders back and he wanted me to pull out all the necessary information to send to national. Well, I did go through all his material and sorted everything out so that I could return his binders. I guess my point is that I would prefer that all members just send me copies(photos, articles, etc) - things that will not be returned. Don't send any valuable photos, expensive binders, and the like. Photocopies and cheap pocket folders are just fine. This way it makes less work for me and easier for everyone involved. I look forward to processing more AP certificates from our members this year.



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An Industry You Can Model...

Mobile Home Plants

An Interesting Addition to Any Model Railroad

By Keith A. Meacham

Mobile homes; the mere mention of them conjures up “Trailer Parks”, or, “Mobile Home Parks” with attendant images of less-than-well-to-do peoples populating them or, a very clean, park-like setting peopled by retired folks. There are many images that come to mind of mobile homes, most of them valid. However, I’d bet that many modelers do not consider mobile home factories (or “plants”) to be a viable model railroad industry. That’s a terrible mistake, as many mobile home plants are terrific sources of inbound (and outbound, back before 1974) traffic. Allow me to shed some light on this subject and try explaining the uniqueness of this industry and how it applies to your Model Railroad

Mobile homes became the “rage” for cheap housing right around 1950. It happens I live in Marshfield, Wisconsin, which once sat in the literal heart of the mobile home industry in central Wisconsin. Marshfield was also home to one of the first Mobile Home Plants located in Wisconsin, Rollohome, Inc., founded by Rollie and Elmer Frey (Today’s Marshfield Festival Foods grocery store occupies most of the Rollohome factory site). Rollohome started out, as many full-size trailer house factories did, as a Camper trailer manufacturer.

Inevitably, as one can still see yet today, camping trailers became longer and longer until they became a house on wheels (some of the camper models offered today aren’t too far from being actual houses). Rollohome was at the fore-front of trailer house development for many years, and as restrictions on length and width were slowly removed from many state’s roads, Rollohome was usually one of the first manufacturers to take advantage and introduce larger/wider trailer houses.

Marshfield originally sported three mobile home manufacturing plants: Rollohome, Marshfield Homes, and Wisconsin Homes. Wisconsin Homes was a spin-off of Rollohome and was directly controlled by those in control of Rollohome. Wisconsin Homes and Marshfield Homes both had rail spurs and received rail service. Marshfield Homes is still located on East 4th Street in Marshfield, at the eastern end of the former Soo Line Marshfield Yard, serviced by two spurs, one of which was recently (2000) put in to accommodate the room needed to unload lumber from both sides of center beam flat cars. Wisconsin Homes was serviced by the Chicago & North Western on the line to Wausau and Eland, and Rollohome used to have their inbound cars of lumber, sheetrock and dry-wall delivered there until rail service came to an end in 1982. Rollohome itself soldiered on until 1986 before succumbing forever.

Continued Page 6...

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Mobile Homes...



In 1962, the Soo Line leased 20 85' flat cars for carrying the finished product- Marshfield Homes trailers. This photo was taken by A. Robert Johnson on September 9, 1963 at Chippewa Falls and used courtesy of the SLHTS Archives. The trailers are backed on to the flat car and then attached via a ball hitch on one end of the car. The wheels are usually held in place via clamps to the flat car deck. Today, almost all such movements are done via truck.

The mobile home industry in the central part of Wisconsin begins at Pittsville with Pittsville Homes, and extends up through Marshfield to Stratford, Spencer and Dorchester. At Stratford is Stratford Homes, once a C&NW customer; Dorchester still sports Liberty Homes; but the bright spot for the years 1966-to-1981 was Spencer, Wis., which once sported Pathfinder Homes, Artcraft Homes, Wick Homes, Dickman Homes and Trailblazer Campers. None of the mobile home plants or Trailblazer Campers exists any longer in Spencer. Stratford Homes now manufactures "Modular" houses, also referred to as "factory-built stick houses", along the same lines as Wausau Homes: The house is built inside a factory wall-for-wall, then shipped in pieces in a trailer and assembled on-site. I do not count these factory house builders in with Mobile Home Plants, but the traffic via rail is the same.

As a side note: There were Camper and Topper manufacturers located in Marshfield, Unity and Greenwood. Marshfield sported Wildwood Camper, never a rail customer; Unity once had Unity Camper, and Greenwood once had Black River Camper. Camper/Topper manufacturers generated some rail business, mostly inbound lumber. Unity Camper unloaded cars north of the site of the Soo's Unity Depot on the House Track in Unity and generated about two cars of inbound lumber per week. Unity Camper built pick-up truck toppers as well as Camping trailers. Their factory sat along Highway 13 right across the highway from the Soo Line's Ashland Line.

Black River Camper received 12 carloads of lumber at Greenwood per year in 1969 and 1970, but quit using the railroad after the Soo Line posted their intent to abandon the Greenwood Line in 1970. Though the Greenwood Line remained operating until 1982, Black River Camper was never a rail customer. Black River Camper went in to bankruptcy and emerged as Greenwood Camper in 1972; in 1975 they went bankrupt again to emerge as Greenwood Homes. They were taken over by Stratford Homes in 1979 and operated as Stratwood Homes until 1983. The entire operation disappeared shortly thereafter.

Black River Camper unloaded their cars on the House Track behind the Greenwood Depot in Greenwood. Their factory was located about 1 mile north, along the former Fairchild & North-Eastern right-of-way.

Mobile Home plants use a LOT of Lumber of almost all sizes, i.e., 2 x 4's, 2 x 2's, 2 x 6's, 2 x 12's and 1 x 2 sized lumber cuts in 8-and-12 foot lengths. Until the recent slowdown in the housing market, Marshfield Homes was capable of receiving 3-to-4 cars of lumber per day. Liberty Homes in Dorchester gets in about a car per day of lumber; the long-gone mobile home plants in Spencer each did about two cars of inbound lumber per day. These plants also get in inbound sheetrock (drywall in 6 x 8 sheets) to the amount of two cars per day, average. Wood and plastic alloy paneling also comes in via railcar, about 2-to-3 cars per week. Pails of drywall used to come in via railcar, about 2 cars per week. As you can see, a Mobile Home plant generates a lot of inbound traffic. (Camper/Topper plants got in only lumber, 2 x 4 and 1 x 2 sizes, and pre-finished aluminum siding.)

There isn't a lot of variety in the types freight cars hauling the inbound materials, but that also depends on your modeling era. Chiefly, bulkhead flat cars, center beam flatcars, and plain flats, haul inbound lumber and covered, banded sheetrock. Boxcars also show up hauling lumber, sheetrock and drywall. Depending on your era, cars can come from any railroad, and be any size. In the 1960's to early 1980's, cars like 40' & 50' double door box cars, 60' and 53' bulkhead and plain flats, along with 50' Combination door box cars, were quite common, coming from such railroads as Canadian National, Canadian Pacific (and subsidiaries as Esquimalt & Nanaimo), Pacific Great Eastern (PGE), Duluth, Winnipeg & Pacific and British Columbia Railway were very common, US Railroad cars hauling inbound materials, predominantly lumber from the Pacific Northwest, to Mobile Home Plants included Burlington Northern, Milwaukee Road, Spokane, Portland & Seattle, Chicago, Burlington & Quincy, Union Pacific, and Southern Pacific. When the Short line Box Car leasing binge began in the late 1970's, cars from Yreka Western, Columbia & Cowlitz, and Oregon, California & Eastern were seen frequently, just to name a few (OC&E bulkhead flats also showed up on Mobile Home Plant sidings). At present, one sees many Center beam flat cars, along with modern 50' double door and combination door box cars. What I've seen in this area are a lot of Canadian Railroad cars, CN, CP, DW&P, OAR, and BCOL, among others, with railroads in the Pacific Northwest showing up hauling lumber in from Washington, BN, BNSF, ATSF, SP, and UP. Today in 2006 there are many CHTT, BNSF, UP, and WCTC cars around these plants and newer Canadian spin-off short line cars.

At one time, seeing Thrall all-door cars and Evans double plug door cars at these plants or their unloading points was common as well, and the All-door and Evens double plug door cars were used for hauling in cabinets, countertops, wood-grained paneling, plywood and blandex (a.k.a. "O SB Board"). Just about any leasing company name was seen, Canfor, Louisiana Pacific, Georgia Pacific, MN&S, MacMillen-Bloedel, among the most common, were typical to be seen unloading their wares for a Mobile Home Plant. At one time, the early example of the all-door lumber cars showed up loaded for mobile home plants, a type once offered by Bachmann in HO Scale, a car with roll-up doors versus plug-type doors. The most common was Bennett Lumber Co., although one did see Southern Railway and Canfor (Canadian Forest Products, Ltd.) cars on occasion.

Most Mobile Home Plants have many stacks of lumber sitting on scrap or damaged 2 x 4's 2 x 6's placed on the ground near the buildings where the lumber is sawed to size. Nowadays, lumber comes wrapped, and you will see practically every lumber concern represented, since most plants buy their lumber where they can find the cheapest deal per carload lot.

Mobile Homes Continued...

In many cases you can have Slocan, Millar Western, Weyerhaeuser, Canfor, and every lumber firm in between piled up outdoors with each other. It doesn't seem common for mobile home plants to have lumber racks to store lumber in out of the weather. They seem to use it so fast that piling lumber in a shed would be a waste of time.

With a Mobile Home Plant, you don't always have to model the factory building itself. Wisconsin Homes, Wausau Homes, and Marshfield Homes are only three in the area that have actual spurs running on to the property. Liberty Homes in Dorchester unloads their cars on a concrete unloading ramp shared with Meyer Lumber Co. next to the old "passing track" (works well if two 20-car trains pass there; it is very short) in Dorchester; their factory is some distance away from the track.

Stratford Homes unloaded their cars on their old factory grounds, which are located across Highway 97 in Stratford from the present factory. They had a spur off the C&NW Eland Line running alongside their old buildings. In later years after Stratford Homes built their new building and moved operations there, Stratford Homes sold their old Factory buildings to Don Smith Sales, a liquidator, who still owns these buildings as of this writing and uses them as his warehouses for his various outlets across this area. Stratford Homes "shared" this spur with Don Smith so long as rail service remained.

The Spencer plants unloaded their cars at the foot of Spencer's main street, off the Soo Line's Spencer House Track. There was provision for a spur to have been run in to Pathfinder and Artcraft, but spurs were never installed. Instead, Pathfinder, Dickman, Trailblazer, Wick and Artcraft had to hand-unload their inbound product on to flatbed, 5-ton trucks and drive it to their plants—Pathfinder, Wick, Artcraft and Dickman were all within spitting distance of the Soo Line trackage! As you see, it isn't required to build the whole operation. Simply placing a car on a spur with a 5-ton flatbed or stake truck and a forklift truck parked alongside are all you need. You may or may not want a ramp of any sort, it really isn't necessary.

Going back to 1974 and before, the mobile homes themselves used to ride on the rails, loaded on flatcars in much the same manner as semi-trailers—backed up a ramp set at the flat car deck level and onto a flatcar. Pittsville Homes, Rollohome, and Stratford Homes used to load their houses on flatcar here in Marshfield. Soo Line had a wooden ramp located east of the Depot, C&NW had buried two flatcars on one end and added gravel approaches to them both to affect a TOFC ramp. C&NW's ramps were also located east of their Depot in Marshfield, one on the end of the station track next to the main track, the other slightly behind the Depot on the old station track that once wound around behind the Depot prior to 1930. Marshfield Homes had their own ramp located off the Soo Line yard in Marshfield, a concrete slab poured over an earthen embankment (the new spur installed by Marshfield homes in 2000 obliterated this ramp). Mobile Homes were



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Mobile Homes...

Mobile Homes were originally loaded on plain 50' flat cars, which blossomed in to 89' flat cars by 1974 because of the length of the houses.

Mobile Home traffic was considered important enough that the Soo Line built 6 89' flats specifically for hauling trailer houses. C&NW used whatever 89' flatcars they could get ahold of and did not assign any specific cars to Marshfield. Alas, mobile homes moving on rails came to an end because of the houses themselves getting wider and exceeding the width of the flat cars hauling them. Also, Soo Line had troubles with trains meeting on sidings—especially if the train opposing one toting trailer houses was carrying pulpwood. More than one home had its sides mercilessly raked by pulpwood logs sticking out too far off the car they were loaded on and destroying the side of the home. Also, Mobile Home manufacturers found transporting the houses over-the-road themselves or contracting to outside transport trucking firms (One such firm from years ago was Morgan Transport) to be faster, and rail transport came to an end by 1974.

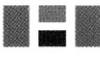
And that is the rail interest in Mobile Home Plants. You don't need to build the operation at all if you don't want to, but, if having a part of it near the tracks satisfies your pallet, a Pikestuff modern warehouse kit would provide you with a representation of a Mobile Home Plant building. All reside in metal pole-type buildings. Nu-comp Miniatures markets a very credible Mobile Home kit in HO Scale for those that want to have the finished homes standing outside the plant, and these kits are of an older style (pre-1967, although shorter/narrower homes continue to be built yet today) like those that rode on flatcars at one time. The Nu-comp kit is of mobile homes already set on the ground, so you would have to provide your own wheels and axles.

Either way, you can add a Mobile Home Plant to your model railroad's customer list and justify carloads of lumber wearing Jaeger wrapped lumber loads, Chooch bare lumber loads, and Walthers Center Beam lumber cars.

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Our Cover Story.....

“The Sandy Point & Western Railroad As Modeled by Joe DeGroot”

by Marvin Preussler



An overall view of Joe's layout. About 80% of the scenery is completed.

Joe DeGroot, of Two Rivers Wisconsin, has an excellent operations based layout in his basement. There are a number of reasons for this. This 13 by 24 foot HO scale layout features hand laid track and turnouts. This in itself is a rarity in these days of ready to run everything. The layout stands at a height of 44 inches which makes everything easy to reach. The switching areas of the layout are all within arms reach too which makes the layout fun to operate

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SP&W RR

and gave him more reason to work on completing it. Another reason for the quality smooth operations on his layout is the customized roster of locomotives. Joe's layout is completely freelanced with an era of the 1950's ruling the railroad. This makes for lots of steam engines and first generation diesels. Joe has 16 brass steam locomotives on his layout which have all been basically re-motored, re-gearred, and with improved pickups added to them.

He also has 13 plastic diesel locomotives and two brass diesels. Typically, brass steam locomotives do not run as nice or as smooth as a Kato or Atlas diesel does. After Joe gets done modifying his steam locomotives, they actually run better than those makes of diesel models. This makes for great trouble free running during his numerous operating sessions that he hosts. Now with the addition of sound decoders the locomotive fleet sounds as good as they perform. Joe uses the program called RailOp for Windows to operate the trains on his layout.

All operators get a one page manifest/switch list to run their trains which does away with car cards. Having the computer in the layout room is a great bonus for this system. As folks operate, Joe can continuously print out new manifests for trains as the operators run them. The computer is also interfaced with the layout for programming his locomotives. Joe uses Decoder Pro to change the various running characteristics and functions on his motive power fleet.



Left: *Carolton yard in the foreground is named after Joe's wife, Carol. The Two Rivers yard is in the back ground on his point to point layout.*

Another neat aspect about the layout is his structures. There are many industries to switch out on this layout. The majority of his structures are Walthers kits. Many of them are custom painted and weathered. He will paint them and then go and paint some of the individual bricks on the models as to where they look as good as in the catalog photos. Certainly need a lot of time and a steady hand to do that! Many of the structures have been lengthened or had scratch built sections added to

them to fit the space. The other nice thing that Joe has done is in the naming of his industries and yards on his layout. One of his two yards is called "Carolton Yard" named after his wife Carol. Many of his other structures on his fine layout have been named after his children.



SP&W Continued...



Above: RJ Chemical Co. is a major customer on the SP&W at Ironton.

Joe also has an area on the layout called the CR&N interchange track. This is where his SP&W interchanges cars with his friend, Don Manlick's, Crystal Rock & Northern Railroad. About 80% of the scenery is completed at the present time. Joe uses actual weeds and other natural products to make up the thousands of trees on his layout. He also uses commercial products from Woodland Scenics to complete his scenery. Overall, this is just a fun and enjoyable layout to view, photograph, and operate on. Joe is always ready to share his knowledge and help his fellow modeler when he can. Joe is a very active modeler. Every time one visits his layout, there is usually something new on it. Not much usually happens on the SP&W though during the summer months. In the summer, Joe takes a break from modeling and spends the majority of his time fishing for musky and walleye.

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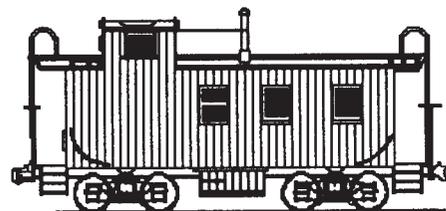
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WLD Spring Meet Wrap-Up- Neenah, WI

A small but enthusiastic group of NMRA members gathered at Neenah on May 2nd for our annual Winnebagoland Spring Meet. This meet was organized by the division with a lot of help from Larry Easton, Marge Easton, Emory Luebke, and the WLD Board of Directors. Once again the highlight of the meet was the layout tours and clinics. There are some really nice layouts being built in the area and the WLD would like to once again thank the owners for opening their homes and basements to their fellow modelers.

Clinics were given by Glenn Guerra, Bob Frey, Dennis Eggert, and Joel Weeks. If you attended you should have learned something! This meet featured a luncheon and then layout tours in the afternoon. No guest speaker was on the schedule to allow as much time as possible to visit all the layouts.

Contests were held as usual. Dennis Eggert took the Best-Of-Show with a scartchbuilt diesel booster unit as seen on the C&NW "Alco Line" in Minnesota. It was a beauty. Look for a complete article in an upcoming Railroad Model Craftsman. In addition to hosting the group for a tour of his Fitzgerald and Western railroad, Mike Paltzer also had a grain elevator entered in the contest. The HO scale elevator was a really the mini version of the real thing which was owned and operated by his family years ago. It will make a great addition to his fine railroad.

Joe Lallensack, Photo Contest Chair sent in the results and a little commentary:

Spring Meet 2009 Photo Contest, May 2, 2009 at Neenah:

Best of Show: Richard Zahringer- Prototype Color Print, Refueling Eastbound BNSF freight at Havre, Montana

First Place, Prototype B&W Print: Larry Easton- Switch throw in Oshkosh
Second Place, Prototype B&W Print: Richard Zahringer- Soo Line #1003 at Plymouth

First Place, Prototype Color Print: Richard Zahringer- BNSF #6819 & #6820 at Essex, Montana
Second Place, Prototype Color Print: Richard Zahringer- Aerial view of Soo Line #1003 at Plymouth

My thanks to Randy Williamson and Emory Luebke in assisting me in the judging of the photos. There were only 8 entries from 2 people. We would enjoy to see more entries when we hold our next contest in the fall at Stevens Point. Here is your chance to enter your photo or photos in the contest. Good luck to you all!

Please try to attend the WLD Fall Meet on September 26th in Plover. The sign up sheet will be included in our next issue. It promises to be a very good meet and there are really some nice layouts to visit. Please see our website for more information including the clinician list, contest entry forms, and other information.

BOOK REVIEW: THE C&NW STEAM ERA IN WISCONSIN -EDITED BY TOM BURG

Photos from the Roy Campbell Collection

This is another in a "series" of books from Merrill Publishing Associates. At over 160 pages, it covers many familiar locations in the Badger State. As former printer I usually look for high quality photo reproduction and the quality of the binding. This soft-covered book is perfect bound and printed on a good quality enamel paper. The photos are all black and white and most are scanned and printed with a good amount of contrast. There are a few which have been used in the book which are somewhat dark, but I suspect this is due mainly to the age and condition of the originals. Most pages contain 2 images, but several have one large picture, some laid out in landscape form.

The book is broken into chapters by location making it easy to find a particular town. A map is included in each chapter with the route covered highlighted. A paragraph description of each image provides some background on the locomotive pictured and in many cases the town it was photographed in.

Merrill Publishing Associates also sells the images in the book on a cd, yet many folks still enjoy looking at images in book form. This is not a "specs" book, but in most cases the build date and builder are noted as well as the date the engine was scrapped. Many of the pics date from 1930 or earlier with many locomotives pictured not making it past the start of WWII.

Overall, I recommend this book for anyone interested in the C&NW. It makes a great coffee table book and gives the reader enough "fun facts" on each image to make it interesting, but not boring to those who have a only a passing interest in the North Western. - *MP*

Modeling Tips...

“The Final Cure for Chipped Handrails”

by: Marv Preussler

As I was doing some modifications to my motive power fleet, I noticed my handrails were losing more and more paint. The locomotives for my operations based layout are all custom painted Atlas or Kato products. I've tried the majority of the water based and solvent based paints. I also tried the Pactra RC racing paint, but nothing seemed to last. A friend of mine who was in the automotive refinishing business, and also a fine modeler, suggested I tried a product called plastic adhesion promoter. He told me it worked for him.

I went to my local automotive painting supply store and asked for the product. The man came back with a spray can and a specification sheet on how to use it and what it is compatible with. The product he gave me was Plastic Adhesion Promoter by Specialty Performance Products. The part number for this product is SXA 1050. This brand is carried by PPG Industries.(www.ppg.com) When I purchased this 13 ounce can it cost me about \$15.00. It seemed a little expensive to me, but I trusted my friend's advice.

I took the handrails off my Atlas C 424, scraped the remaining paint off of the handrails, and headed to my spray booth. The first thing I noticed is that this product has a very strong smell to it. Be sure to spray this in a very well ventilated area. Luckily, one only needs a little of this product to get the job done. I gave the handrails one light coat and then waited about 5 minutes. I then gave the handrails one more coat as per the instructions. I let this dry for about 10 minutes. I then came back and painted the handrails with my Pactra RC 5104 Basic Red Racing Finish paint. (www.testors.com)

The next day I checked the handrails and was really impressed. I twisted and bent them all around, but nothing cracked. I tried scraping the paint off with my fingernail, but I couldn't do it. I could just feel that this paint was not coming off anytime soon. I am really impressed with this product. I will be bringing in the rest of my locomotive fleet to have their handrails repainted using this plastic adhesion promoter.

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ON THE READY TRACK



July 5-11, 2009- NMRA National Convention- Hartford, CT- www.nmra.org

July 18, 2009- Rail Fair- Copeland Park- LaCrosse, WI www.4000foundation.com

July 31-Aug. 2, 2009- Missabe RR Historical Society Convention-Duluth, MN
www.missabe.com

August 15-16, 2009- West Bend Railfest at the Gehrke's House-501 Crocus St.
West Bend, WI (262) 335-2875

Sept. 16-19, 2009- 31st Annual Soo Line Historical & Technical Society Convention
Alexandria, MN Info at www.sooline.org

Sept. 26, 2009- WinnebagoLand Division Fall Meet- "Point To Plover", Plover, WI

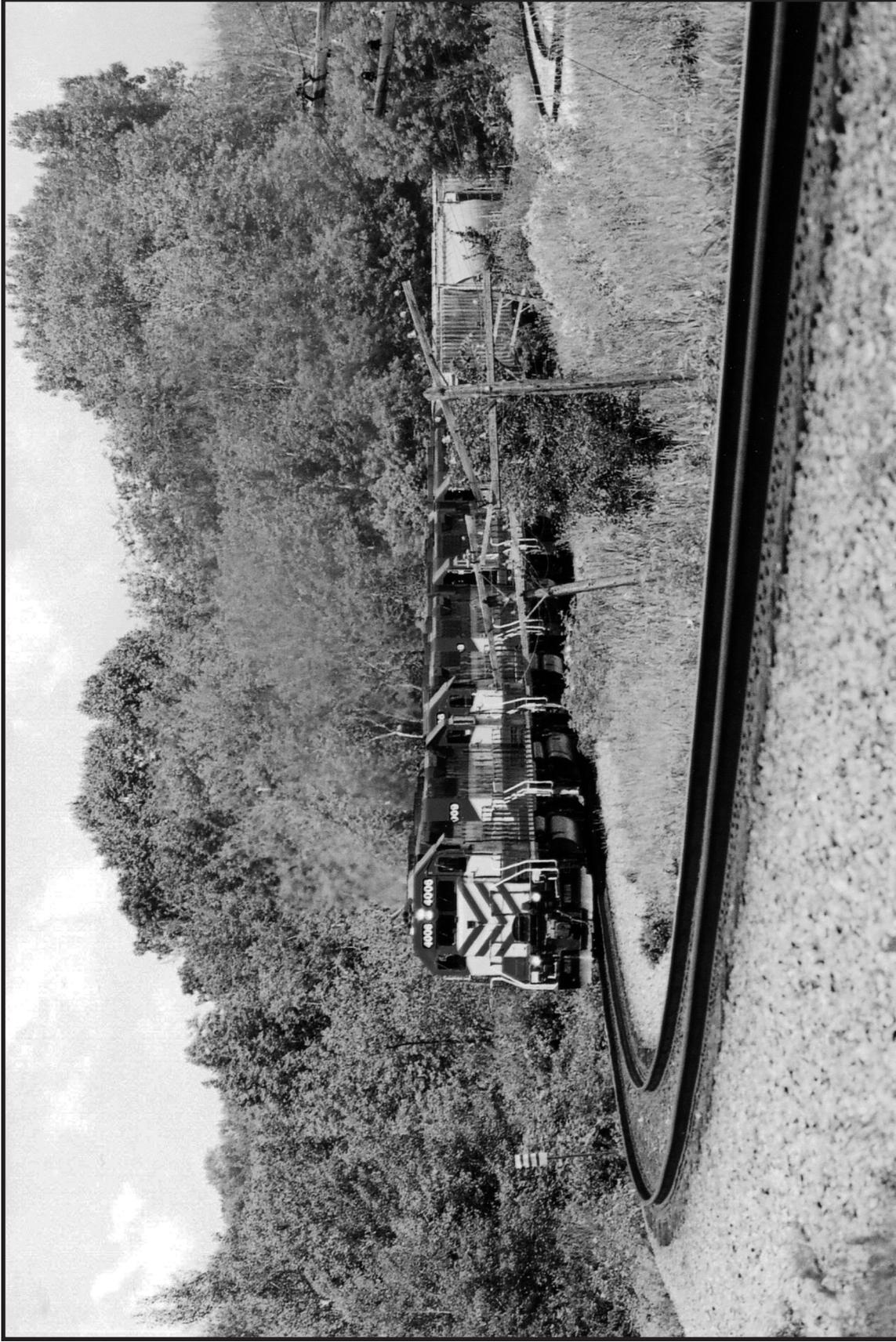
Oct. 11, 2009- Railroad Show & Swap Meet- Kettle Moraine Bowl in Slinger, WI

Nov. 7, 2009- WinnebagoLand Division Annual Operating Session- Appleton, WI

Nov. 14-15, 2009 - Trainfest- West Allis, WI Info at www.trainfest.com

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A WSOR freight is seen near Ackerville, WI shortly after the CN takeover of the Wisconsin Central. The WSOR interchanges with the Class 1 here and has trackage rights for a short stretch before reaching its home rails. This is one of photographer and railfan John Sachse's favorite spots and his talent shows with images like this. Thank you for sharing John!