

THE WINNEBAGOLAND WHISTLE

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

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WINTER 2014-15

"A critic is a gong at a railroad crossing clanging loudly and vainly as the train goes by."

- Christopher Morley

COVER PHOTO:

WLD Fall Operating Session

From left, Joe Lallensack, Randy Williamson, and Reid Kahrs operate on Scott Payne's CNW Central Division during the WLD's annual fall Operating Session, November 1st.

See inside for story and more photos.



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Superintendent's Report

By James C. Cruthers

In the last issue of The Whistle I wrote about different ways to get involved with the Division. We can always use your help at events we host (spring and fall meets) or events we are involved with (Titledown Train Show). There are committees that need support and if you really want to get involved, consider the Board of Directors or an officer position. And we definitely will need some help during the upcoming spring 2015 Midwest Region convention. We need your help folks. If you are interested in learning more as to how you can help your Division please email me at: stonecutter274@gmail.com.

The 2015 Midwest Region Convention the WLD is hosting this next April is a 'must do' event! With twenty rail clinics, four non-rail clinics, operating sessions, layout tours, Project Linus, and vendors – there's something for everyone! Check out the information in this issue of the Whistle or go to the Division website at: <http://www.wld-nmra.com/?action=meets> for details.

We have been working with the Green Bay Area Model Railroaders' Club to co-host the WinnebagoLand Division fall 2015 meet. More information will be coming on that event.

Until next time...



Arctic Run 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
(Paul Clasen)**

Editor's Note

By Todd M. Bushmaker

As I write this, our December thaw has given way to deep winter cold (right on schedule), the Packers have earned a first-round bye in the playoffs (ditto), and we are winding down holiday season activities (which as usual went by way too fast). Hope you had a warm, content, merry Christmas.

Lots of activity in the WLD this winter. The fall operating session was a success, with a dozen eager operators on two Sheboygan-area layouts—read about it elsewhere in this issue. Planning continues for the Midwest Region convention in Manitowoc this April. And of course the annual Arctic Run train show in Stevens Point is coming up quick January 17-18, at which the WLD will have a booth.

All these activities, and more during the rest of the year, require active participation to be successful. We encourage all NMRA members in the Division to not only attend sanctioned events, but also to volunteer during the planning phase and later behind-the-scenes at the event itself. True the WLD is very large geographically and the membership is spread out, but at least in my observations (right or wrong) there are only about twenty people who do or have done most of the heavy lifting in this Division over the last twenty years or so.

If every member was able to attend and/or volunteer for at least one event somewhere in the Division every year, we would have not only a more successful and enjoyable experience, but we'd all also get the added benefit of knowing more of our fellow modelers thru increased networking opportunities. The resulting broader cross-section of personality types, modeling skill, layout visits, prototype interest, etc. would similarly benefit everyone involved, including the general public.

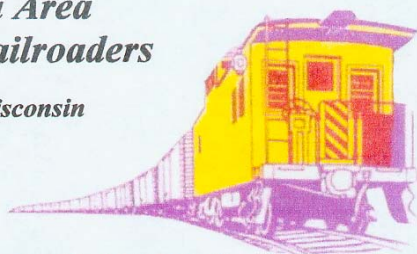
I say all this as the WLD tries to enhance its own visibility and finds ways to increase membership. The more members we put in front, the more engaged other people might be moving forward and the more stable this organization will be in the future.

Todd
tbushmaker@sbcglobal.net

PS: As always, looking for Whistle content!

Waupaca Area Model Railroaders

Waupaca, Wisconsin



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Visit us at www.wamrltd.com or



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WLD Fall Operating Session

By Scott Payne

The Division held its annual Operating Session on Saturday November 1st in Sheboygan. Mark Preussler's Soo Line layout and Scott Payne's CNW Central Division layout hosted the all day event.

We had twelve participants: Joe Lallensack (Manitowoc), Mike Key (Neenah), Reid Kahrs (Colgate), Emory Luebke (Greenville), Roger and Virginia Hildebrandt (Waupaca), Dan Callaway and Richard Zahringer (Menasha), Paul Hillmer and Bill Moede (Appleton), Phil Herman (Sheboygan) and Randy Williamson (Larsen). The participants were divided into two groups of six each and operated each layout for about three hours. For some it was the first time operating and for others another chance to have fun on a layout they have operated on before. Marvin Preussler and Ivan Ver Gowe assisted Mark and Scott during the sessions. Mark and Scott both utilize NCE DCC with radio cabs.

Mark's Soo Line is a fantastic layout bringing to life the Soo Line of the 1950's around Neenah, Oshkosh, Waupaca, and other areas of northeast Wisconsin. Mark runs a good mix of passenger, through, and local trains. The Soo Line uses RailOp software to forward cars and makeup the trains. Mark said that the sessions set a record for number of trains and cars moved with 35 trains run and 633 cars moved.



From Mark: *"We ran a total of 35 trains on the Soo Line and switched 633 cars. These are both record totals for one session. As you found out, staging trains in 45 minutes of lunch hour can be an issue. I only ran half of the through freights in the afternoon session as we lost some time 'catching up to speed' when the a.m. shift left. Marv and I finished up at 10pm tonight. Tomorrow, I'll go through the list of car spots in each town to reconcile the computer to the layout. The eyeball test I gave the layout looks like everyone had the cars spotted correctly, with a few exceptions noted. Things flow best when I have 6-7 trains in operation at once, including the switch jobs."*

Scott's CNW Central Division, otherwise known as the "Alco Line", is based in the 1970's. The line ran from Winona Minnesota along the Mississippi River out into South Dakota. The theme of the layout is intersection and interchange with four Class 1 railroads actively operating on the layout. Scott uses a car card and waybill system to move the cars with a train sequence list to release trains across the layout. The Cen-

tral Division ran every train but one on the train sequence and all of the switch runs dispatched from the district yards were run out and back.



From Scott: *"The CNW Central Division ... had a full day. The Alco Line ran every train but one, and all of the district yards with their Switch Runs were handled. The crews were great. Everyone seemed to enjoy themselves and the camaraderie and fellowship were great to see. It was interesting to get to know the guys and see how 'small the world can be'. Dan noticed my Civil war paintings on the walls in the living room and we began a discussion and that led to my saying that my dad's family is from Virginia and a number of them fought for the Confederacy. That led Mike Key to ask where dad was from in Va. and I said Danville and he replied that he knew Danville as he was at a racetrack nearby. Well that led to learning that he is an official for the Sports Car Club of America. Then Paul Hillmer brought up that is dad was in France in WWII and captured by the Germans. He brought out is phone and showed pictures that his dad drew with pencil during the war. That was a fun discussion!"*

It was a fun day with great camaraderie and fellowship. New relationships were formed and hopefully long term friendships. The crew finished at 4:10 pm and headed to the "North Western House" a well known local restaurant that looks out on the old CNW's South yard, still used by the Union Pacific.

So, why don't you make a note and plan on attending next year's Fall Operating Session? See you then.



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WisDOT Rail Purchase

By Sam Cusick, Wisconsin State Journal

The Wisconsin Department of Transportation finalized the purchase of a 70-mile segment of railroad line between Madison to Reedsburg and Madison to Cottage Grove, Gov. Scott Walker announced Thursday.

The state began negotiations to buy the rail line segment earlier this year, and finalized the \$30 million purchase from the Union Pacific Railroad during the day Thursday, according to a WisDOT statement.

"This significant investment is yet another example of our state's continued commitment to a strong transportation system which is vital to growing Wisconsin's economy," Walker said in the statement.

With the new segment, the state will own nearly 600 miles of track in Wisconsin. Service on the new lines will continue to be provided by the Wisconsin & Southern Railroad, the statement said.

Wisconsin & Southern Railroad transported 5,070 cars on the purchased segment in 2013 and served 23 customers including: Seneca Foods, Hydrite Chemical, United Coop and Landmark Agronomy. Cars carried products ranging from grain and food products to chemicals and metal.

The purchase was made with the help of the Wisconsin River Rail Transit Commission and the Freight Rail Preservation Program.

Ed. Note: I don't have an opinion on the streetcar project, politically or otherwise, but for balance (and humor) I present below an online comment following a related column in the *Journal-Sentinel*:

Walk out of our yuppie apartment and jump on the neato trolley! whee! How stylish! Ride down to the art museum, slurping our Starbucks latte! Wheeee! Yippee! Get off here and there and prow! through the ob-so-many new chi-chi little shoppes, staffed by strictly minimum wage workers! Wheee! And all of it subsidized by the ever-dwindling number of Milwaukee taxpayers! Yaaaa! wheeeee! It will be just ob-so-San Francisco! Marina [Milwaukee County Board Chair] rattles on, paragraph after paragraph, about this little liberal ego project, but deftly dances around the issue of (a) who is going to pay for it, and (b) why not put it up to a public referendum. Why are she and the Milwaukee Left so scared of a referendum on the project? If it is as wonderful as she and [Mayor Tom] Barrett would have us believe, I'm sure the taxpayers of Milwaukee will rise with one voice and bellow "Yes! Build it! Never mind the cost! Build it now!!!" Won't they?

Milwaukee Trolley Update

From BizTimes.com

Milwaukee Downtown BID #21 has thrown its support behind Milwaukee Mayor Tom Barrett's plan for a downtown streetcar. The BID's board of directors voted Thursday in favor of the current \$123.9 million, two-and-a-half mile plan for the project.

According to the BID, the \$2.6 billion in private and public projects in and around the central business district since 2005, the \$980 million in projects that are currently under construction, and another \$1.2 billion in proposed projects have contributed to a vibrancy and growth trajectory in downtown Milwaukee. The city's 80,000 employees, 25,000 residents and 5.5 million annual visitors also convinced the BID that downtown could support the streetcar.

According to the BID, Milwaukee is one of only three of the top 25 most densely populated cities in the U.S. that does not have (or is constructing) fixed transit.

"Given the availability of significant federal funding and the potential for economic development in the central business district, Milwaukee Downtown, BID #21 supports Mayor Barrett's streetcar plan, including funding the streetcar with tax incremental financing," said Joe Ullrich, chair of Milwaukee Downtown, BID #21. "The Milwaukee Streetcar aligns with the goals of our organization's strategic plan and is consistent with Milwaukee Downtown, BID #21's prior support of regional public transit."

"The Milwaukee Streetcar is a game changer for downtown," said Beth Weirick, chief executive officer of Milwaukee Downtown, BID #21. "We look forward to seeing this catalytic project come to fruition and know the success of the starter system will prompt expansions to near-downtown neighborhoods and beyond for the benefit of our city and region."



The proposed streetcar line would pass through The Couture development, at the current location of the Downtown Transit Center on E. Michigan Street

Lakeshore Limited: Midwest Region Spring 2015

The Midwest Region Convention in Manitowoc is only a few months away. As a preview, here are some photos of home layouts anticipated to be open for tours as part of convention activities. Stay tuned for more in the next issue!

An 1800's era logging camp railroad by Bob Hackl from Manitowoc.



This is Jim Fuhs' fictional transition-era layout in Manitowoc.



Fred Firkus' era is 1986-1996 SOO Line with a WC interchange, from Milwaukee to Eagle Hills (Portage) to Minneapolis. Fred is from Stevens Point.



Hi-Speed Rail Update

By Dee J. Hall, Wisconsin State Journal

When Scott Walker ran for governor in 2010, he vowed to kill a proposed \$810 million high-speed passenger rail line that would connect Madison and Milwaukee, saying the federally funded service would be too expensive to operate and maintain.

So after Walker was elected, outgoing Democratic Gov. Jim Doyle announced he was leaving the fate of the project up to the new Republican governor, and the state Department of Transportation withdrew its application for federal funds in December 2010.

But the financial fallout from halting high-speed rail is not yet over.

On Tuesday, the state Claims Board will hear arguments from Canadian Pacific Railway that the company lost more than \$500,000 in 2009 and 2010 helping Wisconsin prepare its bid for federal funding for the Madison-to-Milwaukee line.

It is at least the second time a rail company has sought compensation from the state for losses directly related to the aborted high-speed rail proposal. In 2013, the state Claims Board rejected a claim from Wisconsin and Southern Railroad for \$160,000 that the railway said it had spent helping the DOT put together the proposal. The board found there was "insufficient evidence of negligence on the part of the state."

In addition, the state is embroiled in legal disputes with Talgo Inc., a train maker that had reached deals with the Doyle administration to provide two sets of train cars and other services for Amtrak's Hiawatha line between Milwaukee and Chicago and an option for two additional train sets for high-speed passenger service between Milwaukee and Madison.

In its claim, Canadian Pacific said it is primarily a freight rail company and only participated in the planning for high-speed passenger rail "at the insistence of then Gov. Doyle, DOT and the U.S. Secretary of Transportation," according to a summary of the claim. The railroad said the state Department of Transportation "pushed to complete the three-way negotiations between DOT, Amtrak and the claimant prior to the 2010 election." The company claimed it "invested substantial resources based on an oral contract with the state and that DOT assured the claimant it would be paid for its work."

In its response, DOT pointed out that there was no written contract and denied there was a verbal contract with Canadian Pacific. DOT also said there was "no statutory or obligated fund to pay this claim."

"Although the claimant (Canadian Pacific) has documented its involvement in the passenger rail project," the Claims Board summary states, "the project was not pursued and the federal grant that was to pay for the project was withdrawn."

The DOT did suggest that some compensation, although not legally required, may be warranted given Canadian Pacific's "good faith efforts" to help the previous administration rush through the project.

In a separate matter, train maker Talgo Inc. and the state are fighting over a deal in which the company was to have provided two 14-car train sets for Amtrak's Milwaukee-to-Chicago line, an option to provide train sets for the Madison-to-Milwaukee line, a 20-year maintenance agreement and reimbursement for leasing a temporary maintenance facility in Milwaukee.

The company filed a \$66 million request for compensation with the state Claims Board that was rejected in May. The board said DOT had already paid \$40 million toward train sets that Talgo "promised would be ready in 2012 but which it has still not produced."

The board concluded the claim "would be best resolved in a court of law."

The two sides also are fighting a separate but related battle in Dane County Circuit Court. In that suit filed by Talgo, the company and the state are wrangling over the cost and extent of pre-sale testing of the train cars.

That case is set to go to trial in May.

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

Board of Directors

Emory Luebke	thru 10/15
Dave Allen	thru 10/15
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

- January 10** WLD BOD Meeting
Appleton
- January 17-18** Arctic Run Model RR Show
Stevens Point
- February 21-22** Mad City Rail Show
Madison:
http://nmra-scwd.org/Rail_Show_Info.php
- March 21-22** LaCrosse & Three Rivers Model RR Show:
<http://laxand3riversrrclub.com/>
- April 17-19** MWR Convention
Manitowoc:
<http://www.wld-nmra.com/?action=meets>
- April 25-26** Titledown Train Show
Green Bay:
<http://www.ttsghllc.com/>



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Registration Form			
<i>Complete this form, print it and mail it to the Registrar together with your payment</i>			
Name:			NMRA #:
Name(s) of non-rail Companion/ Family Member(s):			
Street (Mailing) Address:			Division: Region:
City:	State:	Zip Code:	
Phone:	E-Mail Address		
Primary Scale (Check One): Z _____ N _____ HO _____ S _____ O _____ G _____ Other _____			
Primary Gauge: (Check One): Standard _____ Narrow: n2 _____ n3 _____ nOther _____			

Registration Fees		
<i>Pre-Convention Early Bird Rate – Before April 1st</i>	<i>Postmarked after April 1st (includes on-site registration)</i>	<i>Amount</i>
Rail – NMRA member (requires NMRA #) _____ X 30.00	Rail – NMRA member (requires NMRA #) _____ X 40.00	
Rail – non-NMRA member _____ X \$40.00	Rail – non-NMRA member _____ X \$50.00	
Non-Rail _____ \$20.00	Non-Rail _____ \$25.00	
Saturday evening banquet: add \$25.00 per person – Banquet must be postmarked by April 1, 2015		
		Total

Vendor Information/Registration	
Vendor Table Rental	Amount
<i>First Table - \$15.00</i>	
<i>Each Additional Table - \$5.00</i>	
<i>Do You Require Electricity? (Additional \$25)</i>	

Non-Rail: Project Linus

Join us for a day of fun, creativity and feel-good service at the Project Linus room. Come for an hour or the day. We will have at three sewing machines, fabric and tools to create beautiful quilts and pillowcases. If you are able, bring your own sewing machine, and favorite quilting tools. Sign up for this on the registration form.

Will you be participating in the Project Linus non-rail activity? ___yes ___no; Will you bring a sewing machine? ___yes ___no

Operating Session

The Operating Session will be held Friday, April 17, 2015 and we will offer three sessions, morning, afternoon, and evening. Participation will be based on the number of people signing up for the session against the number of layouts that are available. Place a check mark for the sessions you wish to attend. To participate in the Operating Session your registration form MUST be postmarked on/before **March 15, 2015.**

	Morning (9-12) _____ Afternoon (1-4) _____ Evening (5-8) _____
--	--

**Make check or money order out to:
WinnebagoLand Division**

Hotel Info: Holiday Inn, 4601 Calumet Ave Manitowoc, Wisconsin 54220

Send payment and registration to:

Make reservations direct at: **920-682-6000**
 Group code: **National Model Railroad Association**
 Room rate guaranteed through **March 19, 2015;**
 \$99.00 (1-4 people per room) +tax/night

Lynn Jasch
 WLD Registrar
 1850 Adler Way
 Green Bay, WI 54303-3303

Do not mail registration form after April 7th 2015

Lake Shore Limited 2015 TERMS & CONDITIONS

The WinnebagoLand Division of the Midwest Region of the National Model Railroad Association is hosting Lake Shore Limited, the Midwest Region's 2015 Spring Convention. Lake Shore Limited is hereinafter referred to as the "convention" and the organizing group is referred to as the "convention committee".

By registering and paying registration fees for the convention all attendees, guests, and visitors agree to the following terms and conditions:

1. Payment of Fees:

- a. Cash, check or money order will be accepted during ***on-site*** registration. **CREDIT/DEBIT CARDS NOT ACCEPTED.**
- b. All ***pre-convention*** registration fees must be paid by check or money order. **CREDIT/DEBIT CARDS NOT ACCEPTED. DO NOT MAIL CASH!**
 - i. All ***pre-convention*** registration forms must be received by the registrar by April 1, 2015.
 - ii. Except as otherwise provided by the registration form, full payment of all fees must accompany the registration form. Please, do not staple your check or money order to the registration form.
 - iii. A registration acknowledgement will be sent to the registrant by electronic or regular mail within ten (10) business days of receiving a registration form. The registrar is not responsible for any lost or delayed applications.
 - iv. Checks returned for insufficient funds will not be resubmitted for payment and will be returned to the registrant and the registration will be cancelled. Any further ***pre-convention*** registration must be paid by money order.

2. Cancellation of Registration & Refunds: The following policy governs cancellations and refunds:

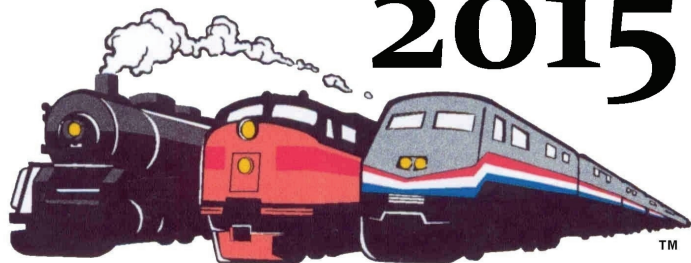
- a. All cancellation requests must be submitted by electronic or regular mail to the registrar. The registrar will provide notification of an accepted request within five (5) business days. Any requests to other convention committee members will not be considered valid and will be ignored.
- b. If a registrant elects to cancel his or her registration on or before March 17, 2015, a 100% refund of registration fees will be made.
- c. If a registrant elects to cancel his or her registration on or before April 1, 2015, a 50% refund of registration fees will be made.

Mail Registration Form with your check or money order. Keep Terms & Conditions pages for your record.

- d. If the registrant elects to cancel his or her registration after April 1, 2015, no refund of registration fees will be made.
 - e. On a case by case basis, other refund amounts may be made at the discretion of the convention committee.
 - f. The convention committee reserves the right to cancel any registration at any time and shall refund the full amount of the registration fee to the registrant. Registrants who fail to attend the event without making prior arrangements will not receive refunds.
 - g. Unless otherwise notified by the convention committee, refunds will be processed within three weeks after the convention.
3. **Hotel & Transportation:** All registrants are responsible for their own hotel reservations and transportation to, from and during the convention.
 4. **Convention Program:** The convention committee reserves the right to make any changes to the convention program at any time and as necessary.
 5. **Prototype Tours:** These tours may be cancelled or substituted at any time without notice. Any applicable advance payment tour fees of a cancelled tour will be refunded to the registrant within three weeks after the end of the convention.
 6. **Non NMRA Members:** Registration as a non-member will not enroll the registrant as an NMRA member.
 7. **Release of Liability:** All attendees agree to hold harmless in any capacity or measure the WinnebagoLand Division of the Midwest Region of the National Model Railroad Association for any and all damages while attending the convention.
 8. **Limitation of Liability:** IN NO CASE, EVENT, CONDITION, OR CIRCUMSTANCE SHALL THE LIABILITY OF THE NATIONAL MODEL RAILROAD ASSOCIATION, OR THE MIDWEST REGION, OR THE WINNEBAGOLAND DIVISION, OR THE MEMBERS THEREOF EXCEED THE AMOUNTS ACTUALLY PAID BY AND/OR DUE FROM THE REGISTRANT OR THE REGISTRANT'S COMPANION/FAMILY MEMBER(S). IN NO EVENT SHALL THE NATIONAL MODEL RAILROAD ASSOCIATION, OR THE MIDWEST REGION, OR THE WINNEBAGOLAND DIVISION, OR THE MEMBERS THEREOF BE LIABLE TO ANYONE FOR ANY INDIRECT, PUNITIVE, SPECIAL, EXEMPLARY, INCIDENTAL, CONSEQUENTIAL OR OTHER DAMAGES OF ANY TYPE OR KIND (INCLUDING LOSS OF DATA, REVENUE, PROFITS, USE OR OTHER ECONOMIC ADVANTAGE) ARISING OUT OF, OR IN ANY WAY CONNECTED WITH THE CONVENTION, INCLUDING BUT NOT LIMITED TO THE USE OR INABILITY TO ATTEND THE CONVENTION, EVEN IF THE PARTY FROM WHICH DAMAGES ARE BEING SOUGHT HAS BEEN PREVIOUSLY ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

TITLETOWN TRAIN SHOW™

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Sunday: 10 am - 4 pm

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