

THE WINNEBAGOLAND WHISTLE

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

VOLUME 49, ISSUE No. 4

WINTER 2016 - 2017

*How many "foamers" does it take to change a light bulb?
"No, NO! Not until I get a picture of the old one!"*

COVER PHOTO:

Mineral Range number 1323 on its way to the Diorite location.

Several attendees to the Fall Meet were out Friday morning chasing the train from Ishpeming to Humboldt.

The Mineral Range RR began operations in October 2014 on ex-LS&I rail, carrying nickel and copper processed from ore coming from the Eagle Mine near Marquette, which is the only primary nickel mine currently operating in the US.

The cars are interchanged with CN in Ishpeming, for future refining.

Photo by John Leow



IN THIS ISSUE:

Editor's Note	2
Amtrak Revenue	3
Christmas Stories	3
WLD Fall Meet in Marquette	4-7
Sheboygan Railroad Museum turns 40!	8
WLD Fall Meet	9
Recruitment Tools	10
On the Ready Track	11

Superintendent's Report

By John Leow

Well, another Holiday season has come and gone. It seems like just yesterday that my kids couldn't stay in bed past 5:00 on Christmas morning. This year, we all slept in until 10:00! I guess that's the difference between toddlers and teenagers.

This is the part of my report where I'm supposed to tell you about all the train stuff I got as presents. Sadly, I didn't get anything like that. The closest thing we got was the old LGB set my wife found at St. Vinnie's for my son Paul. He loved it, and for the price, we really couldn't go wrong.

The Fall Meet in Marquette was a real success, if I do say so myself. We had forty people come up for the meet on Saturday, about a third of which took advantage of the events on Friday as well. There's a full report elsewhere in this issue, along with some pictures. I think everyone enjoyed themselves, but I have to admit, I'm glad it's over. Planning one of these meets is a lot of work, so be sure to thank the event organizers at future meets.

Speaking of meets, be sure to mark your calendars for the WLD Spring meet in Plymouth on May 6th, and the Fall Meet in Sheboygan. They'll be here before you know it! In addition, the Mid West Region Spring meet is scheduled for April 28-30, 2017 in Rockford, IL.



(Continued on page 2)

Superintendent's Report

(Continued from page 1)

The Titledown Train Show is also scheduled for April 29-30, 2017. Look for an increased WLD presence there this year! But that also means we'll be looking for help to man the WLD booth. Please contact Todd Bushmaker if you'd be interested in helping out.

There seems to be a lot of concern lately about the health and future of the hobby. The NMRA recently sent out a survey regarding this, and Charlie Getz has devoted a lot of ink to the subject in his NMRA Magazine column as well. While it's good to know that the NMRA is concerned, I think the hobby remains strong. There are a lot of modelers out there, many of whom are very good. There are more products available than ever before. While the mix of manufacturers and distributors is changing, with the larger, brick-and-mortar guys being replaced by smaller, more specialized direct sellers, there are many more true-to-prototype supplies out there – if you know where to find them. Which brings me around to the whole print-vs-electronic publication debate. The print publications are declining – this is true outside the hobby as well – but the digital publications don't seem to necessarily be picking up the slack. I don't think this indicates fewer modelers, but that there are so many more sources of information available on the internet. This allows a modeler to easily learn new techniques, and get much more accurate information for a given prototype railroad and/or location, which in turn allows for much more accurate modeling. Modelers just have to be open to these new forms of information.

How all this affects the NMRA is anyone's guess at this point. There are a lot of misconceptions regarding the NMRA, a lot of mistrust and feelings of unfairness. I hope the NMRA can adapt to the changing landscape, and become more flexible and nimble in order to be able to retain and increase their influence - and membership.

Here's to a New Year where derailments are banished, and all trains run on time. - John

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Editor's Note

By Todd M. Bushmaker

Out in our front yard, as part of our not-quite-Griswoldy Christmas display, we have a blow-up Olaf (from *Frozen*) that my wife got on sale a few years ago to add to our collection. With the heavy snow we got a couple weeks ago, then the bitter cold, and then more recently the rain and high winds, poor Olaf has struggled to stay upright and festive most of this season. I must admit I sometimes feel the same way! Soon it will be time to take him down and face the reality of winter post-holidays.

Similarly, over the years we've tried a number of trains under the tree in our front room: first was a bicentennial Lionel set that my wife brought into the marriage, which not only was not very festive but also was in dire need of major maintenance. My Mom bought the kids a "G-scale-ish" battery-powered overstimulating lights-and-sound Santa train that was admittedly kinda nice but ultimately succumbed to its cheap, easily breakable plastic track. This year I was not particularly enthused to try our luck with another well-meaning but fragile train set (and believe me, the floor around the tree is not a good spot for anything from my "real" collection) so I didn't put one out.

Of course without a train the room looked funny. About a week before Christmas my wife found a toy train set cheap enough to be disposable, just so we'd have the correct prop to finish off the holiday decorations. It worked (well, until the presents buried it) but like Olaf, struggled to remain upright. I think I'll be more motivated to get something proper there next year.

Speaking of motivation, I'd like to thank John for motivating the Division and putting on a great Fall Meet in Marquette, which you may read about more inside. Now that the holidays are behind us, the cold dreary heart of winter can motivate us towards spring with a number of participatory events like Artic Run, TTS and the Spring Meet in Plymouth. As always, if you're looking for a good way to increase your participation in the Division and hobby, let us know if there's anything you'd like to help with. To start, we'll definitely need some chatty, knowledgeable ambassadors for our booth at TTS in April.

Meanwhile, may the new year find you and yours in great spirits, with blessings and tidings of great joy. Here's to peace, prosperity, and happiness in 2017!

Until next time, *keep on trainin'!*

- Todd (tbushmaker@sbcglobal.net)

Amtrak Revenue Up

Amtrak marks record performance in spite of gas prices

- by the Washington Post

WASHINGTON — Dire predictions that falling gas prices might hurt Amtrak’s patronage and pricing failed to materialize as the company’s fiscal year drew to a close on Sept. 30, 2016. Yet other trends continue to impact the passenger railroad as President and CEO Wick Moorman settles into his new job.

Ridership rose to a record 31.2 million passengers while generating \$2.1 billion of ticket revenue — both slightly ahead of last year’s numbers. But Amtrak had originally based its expense budget on almost 31.8 million riders and \$2.3 billion in ticket sales. In December 2015, with early returns showing weakness, management began cutting expenses based on revised forecasts that dropped passenger counts by 1.2 million and receipts by \$167 million.

Several Northeast Regional frequencies were cut (two were eliminated by dropping the New York-Savannah, Ga., Palmetto’s “receive only” southbound and “discharge only” northbound boarding restrictions), job vacancies weren’t filled, and long-distance dining car patrons faced the same menu on every train all summer. As it turned out, the forecast was too pessimistic, though the original budget had been too optimistic.



Photos from the meet!

Above: Folks waiting for the tour of the Humboldt Mill.

Below: Yummy food for lunch Saturday!



Christmas Stories

During the holiday season, I asked several WLD members to share stories of trains at Christmas time. Here are a couple of responses.

Paul Hillmer:

“I was torn between HO trains and HO Aurora slot cars. I got my first real Xmas train at 8. Wrecked it pretty fast too.. HO and ugly black Penn Central F unit. Ran like crap and track kept coming apart. Why didn’t they think of sectional track and roadbed back then??

“My big Brother got the Aurora “Golden Gate” race set and we both played with that and the trains on the ping pong table. I inherited it within a year (or took it over lol) and got couple more race sets over the years and had tons of race stuff. Also had trains.. but slot cars was my thing then...”

Wally Rogers:

“I have a story that I’ve told a few times of how I was first exposed to model railroading:

“I was the youngest of six kids growing up in the mid 1950’s. My oldest two brothers delivered the *Milwaukee Sentinel* and their route was downtown Neenah. Krueger’s Hardware was downtown at that time, and like most hardware stores of the era, were seasonal Lionel dealers. My brothers had a plan to use their Christmas tips to go to Krueger’s on December 26 and buy a bunch of Lionel trains and accessories from their window display at close-out prices.

“Well, since the *Milwaukee Sentinel* published 365 days a year, we younger kids had to wait until the paperboys came home from their Christmas morning deliveries before opening presents. It was snowy and they came in stomping the snow off their boots, and were they MAD! The trains in the store window were GONE! Someone must have come in Christmas eve and made a deal for them.

“It was Mom! There were all sorts of Lionel-sized boxes wrapped up under the tree, and by ten o’clock that morning it was hard to see from one end of our living room to the other for all the smoke coming from those Lionel locos. After Christmas they set up a double track loop on an old ping-pong table in the basement with lots of switches, the coal loader, ice house, log loader. and a few other accessories. If I reached onto the train table to touch anything, I was brushed back and told I was too little to play with the trains.

“Fast forward sixty years. Now when my brothers come to the club I belong to I jokingly tell them “You’re too OLD to play with these trains!”



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WLD Fall Meet: The Queen City Express

By John Leow

The Winnebagoland Division (MWR) had its Fall Meet October 14-15 in Marquette, Michigan. It all started Friday morning with a chase of Clint Jones' Mineral Range Railroad from Ishpeming to Humbolt, with several photo opportunities provided along the way. Clint really went out of his way to help us with this, actually leading the tour and arranging for the train to stop in various locations for photos.



The fun continued Friday afternoon with a tour of Lundin Mining's Humbolt mill, where copper and nickel ore from the Eagle Mine north of Marquette is processed into concentrate. People really enjoyed the tour, and although we couldn't take pictures in the mill, we did get a group photo afterwards. Big thanks to Lundin and Lindsay Bean for making this possible.

Friday evening, eleven participants enjoyed operating sessions at four local layouts. It sounds like the operating sessions were a good time, from all the feedback I got. Thanks to Dave Allen, Rich Cooke, Trevor Lloyd-Lee, and Peter Lloyd-Lee for opening up their layouts for the sessions. I only got over to Dave's, but the operators looked like they were all having fun.

The Saturday meet was busy, busy, busy! We had forty people for the meet (38 at the banquet). Attendees had their choice of six clinics:

- Logging in the UP by Dan Truckey from the NMU Beaumier UP Heritage Center;
- History of the Quincy and Torch Lake Railroad by Chuck Pomazal from the Quincy Hoist Association;
- Historic Fayette by Troy Henderson from the Michigan Iron Industry Museum;
- Designing and Operating a Proto-Freelance Layout by Rich Cooke;
- Building Signals by Trevor Lloyd-Lee; and
- Constant Improvement in Modeling by Dave Allen.

Of course, there were model and photo contests, too. The luncheon speaker, Jack Deo, presented a collection of regional historic photos, including some in 3-D. It was really comical to look around the room to see all these normally serious modelers wearing red/green 3-D glasses!



Finally, there were six layouts open for layout tours. I only got to two layout tours (I was pretty pooped by Saturday afternoon), but they were both at great layouts. Thanks to Dave Allen, Peter Lloyd-Lee, Rich Cooke, Trevor Lloyd-Lee, Brian Roberts, and Gary Stiles for opening up their layouts for the meet.

We also presented a check from the WLD to Chuck Pomazal (representing the Quincy Hoist Association) to help fund the continued restoration of Quincy and Torch Lake locomotive #6. Chuck has put in countless hours working on this project, and will put the money to good use.

Thanks to all who attended and helped out. A good time was had by all.



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Fall Meet Fun and Photos

By Larry Easton

Friday morning, Oct. 14th was spent chasing the Mineral Range train from Ishpeming to the Humboldt Mill. MR owner Clint Jones was our tour guide, setting up photo opportunities along the way:



Once at the mill, we had a tour of the facility, which took most of the afternoon!

In the evening, operating sessions were scheduled at several of the local members' home layouts. Emory Luebke and I were fortunate to work on David Allen's HO scale old-time mining railroad. Dave and Emory plan the next switching more in the main yard.



On Saturday morning the activity moved to the Northern Michigan University campus where modeling and historic clinics were presented. After a wonderful luncheon, Jack Deo presented a PowerPoint show of historic railroad photos of the Marquette area. The afternoon was given over to home layout tours and traveling home.



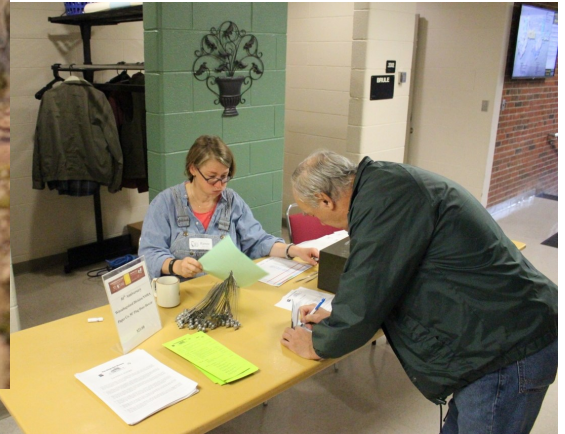
Fall Meet Fun and Photos

All photos by John Leow



Left: Extra 60 downbound towards Diamond Springs on Dave Allen's layout.

Below: Renee Leow filling it at registration; it's harder than it looks!



Above: Larry and Emory operating at Dave Allen's layout.



Left: Dave and Joe at the photo contest.

Below: A scene from Rich Cooke's layout.



Above: O-Scale flat entered by Rich Cooke.
Right: Rich Cooke and his model contest certificates!



Fall Meet Fun and Photos

All photos by John Leow



Left: Foamers examining Rich Cooke's layout.

Below: Dan Truckey presenting a clinic on early UP logging.



Above Left: Troy Henderson presenting a clinic on Early Fayette.

Above Right: Dave Allen presenting on continuous improvement in modeling.

Left: 631 and 104 doubleheading a train up to Weiser on Dave Allen's layout.

Below: Stoney Creek depot track on Rich Cooke's layout.



SSSMRE Celebrates 40 years with open house

SHEBOYGAN - A winter open house, train show and brat fry will be held Saturday and Sunday, Jan. 21 and 22 at the Sheboygan Railroad Museum. The event will be from 9 a.m. to 4 p.m. each day at the museum, located at 1001 N. 10th St., Sheboygan.

This year marks the 40th anniversary of the Sheboygan Society of Scale Model Railroad Engineers. Founded in 1977, the group owns the museum building and has had, as its primary purpose, the preservation of railroad history, both prototype and models. To that end, it has amassed a large collection of railroad antiques, some dating back more than 100 years.

All of the building expenses, including the construction of displays, are self-funded primarily by members. The Society depends on donations and fundraisers to fill the gap created between needs and available funds. This year, a new roof has been determined as a need, so fundraising will be occurring throughout the year.

A new exhibit has been installed, the "Shelf Layout," which is currently on display. Shelf Layouts are deliberately designed "not to go anywhere" when it comes to the train. Fully equipped with working switches, the layout models the Northern Pacific (merged into what today is the BNSF system in 1970) somewhere in Minnesota.

In addition to the large railroad artifacts on display, there are model railroads in six different scales in varying stages of completion, from the tiny Z scale to G scale. One of them replicates what a typical Lionel layout would have



looked like in the mid 50's. An HO layout represents Sheboygan in the mid to late 1960's.

Be sure to check out the 1923 Ives standard gauge train set which is displayed alongside vintage Marx, American Flyer and Lionel sets from years gone by. New to the display are a DT&I diesel locomotive and a matching postcard. Next to it will be a small poster showing all the Bicentennial locomotives that the railroads produced for the Bicentennial.

The largest of the layouts, occupying two levels, is an HO scale layout, operated completely by computer. The two levels are connected by an operational helix that allows the trains to travel between the levels.

There will be an interactive area for small children along with a brat fry. For more information, see the society's website at <http://www.sssmre.org> or our Facebook page at www.facebook.com/sssrmre.

The Society is celebrating its 40th year of providing model railroading opportunities for young and old alike. Your ongoing support of these projects helps preserve model railroading for future generations. Admission is free but donations are welcome.

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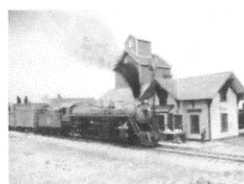
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WLD Fall Operating Session

By Scott Payne

On the beautiful Fall Saturday morning of November 5th, eight eager model railroaders gathered at the Paper Valley Model Railroad Club's brick building in Combined Locks, Wisconsin. They came together to operate the club's HO layout housed in the former home of a radio station. The host for the day was Paul Hillmer, assisted by two young modelers, Trent Stiehl and Rece Kasten.

Those gathered for the day's fun were regulars like Emory Luebke, Mike Key, Joe Lallensack, Randy Williamson, Billy Schulz, Ivan Ver Gowe and Scott Payne. We were joined by Andy Dorsch attending his first op session.



According to Paul, the club was established in 1939—think about that for a moment! They were occupying an abandoned CNW depot in Appleton at one time, but they have been in this building since 1995. The HO layout fills four rooms on the main floor. Milwaukee, Green Bay, Escanaba, and Appleton are represented on the large layout. It is double decked in one room. The club has 40 members, with approximately 25 members regularly active. They also have an O scale layout in the basement.

We operated as two-man crews, engineer and conductor, utilizing Digitrax radio and tethered cabs. The layout was a blast to operate with challenging switch jobs, turns, passenger trains, and extras run by the two assistants. The Campbell-sport job, the Kaukauna turn, and the Appleton turn among other runs were run from one room to another and as the crew you could watch your train coming from the other room on screens.

We had a great time at the Club and want to thank them for their generosity and in making it available to the WLD Fall Operating Session. After noon we headed to McDonald's for a quick lunch and railroad conversations and then on to Paul's home layout for the afternoon session.



The group arrived at Paul's house in Appleton and quickly got to work operating his huge N scale Badger MidWestern railroad. This is a big layout and when you couple that with N scale it holds a lot of scenery, structures, and operating potential. We again operated two-man crews. Paul uses car cards and waybills so he gave us a quick heads up on how to work with them.

The N scale didn't take long to get used to (decoupling, etc.) and the trains very well. Ivan and I ran a tank car train to the refinery area, this was the first time this job was run as this is a new addition to the layout. Paul has more ideas for changes and additions to this impressive layout.

After a full day of operating the two layouts, we were getting tired and gladly sat down while waiting for an oncoming train and watched the Wisconsin Badger game.

The operators and the WLD want to thank Paul for his yeoman's work in getting not one, but two layouts ready for the sessions. Paul, thanks so much! We hope more of you will consider joining us next year to have fun operating and for the model railroading fellowship!

Above: Host Paul Hillmer shows the ropes to Randy Williamson.

Left: Young recruits Trent and Rece are game to assist the group.

Below: The group taking stock of the situation. Looks like Paul and the club resolved their water-intrusion issues in their building!

— All photos by Scotty Payne.



Recruitment Tools

By Pete Magoun MMR, NMRA Central District Director

As I travel around the NMRA I hear a common theme rumbling at Division and Region levels: “How do we attract more members to the NMRA?” Sure, there are variations on this theme, like “What’s ‘National’ doing to attract new members,” or “What tools do we have to attract new members,” but the underlying theme doesn’t change. We need new members if the organization is to survive. That job is for each of us.

This discussion came up awhile back at a Region convention, where I had been asked to comment after the banquet. The term used was “After-Banquet Speaker,” which is generally not a good idea around me, because I can talk about the benefits of the NMRA for a long time. This is a great hobby, and the NMRA makes it even better. But I digress....

The festivities included a slideshow of host Division activities, including modular shows in shopping areas, open houses, road trips and so on. That slideshow triggered a major change in my intended remarks, for I realized that it could be the basis for a completely different presentation. So let’s have a look at the discussion. It’s Tool Time!

There are really only three tools you need to conduct a successful membership growth campaign. They’re inexpensive, and all of us have them. We simply need to use them!

The first is our eyes. We need to make eye contact with a potential member. We can smile with our eyes (try it – it works!), and our eyes tell the new prospect a great deal about who we are and where we’re going. When we’re happy, enjoying ourselves and proud of our organization, this shows in our eyes. [So does the Grumpy Old Man part, so be careful!]

The second is our mouth. We can smile with our mouths, and we can say a lot about the educational opportunities, fun, fellowship and so on we’re enjoying within our little corner of the NMRA. We can answer questions, provide invitations, and make folks feel welcome.

The third is our hands. Use them for handshakes. Invite people in with a handshake. Make folks feel welcome. It’s not difficult, and it makes a world of difference to a prospective member.

At some point in our NMRA experience, someone smiled, extended a hand to us, made us feel welcome, and invited us to join the fun. It wasn’t difficult, and it opened the door to us. Be that someone! Go for it!

More Photos!



*Above: Emory and Mike wait for their assignments at the fall operating session.
Below Left: Jim Winkler and Rich Cooke at Rich's clinic on his GT layout.
Below Right: Dave taking care of the model contest.
Bottom: Mike Wadinski inspects Rich Cooke's layout.*



Team Track

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Mike Wadinski	Asst. Superintendent
Scott Payne	Paymaster
Vern Ehlke	Chief Clerk
John Leow	Division Director

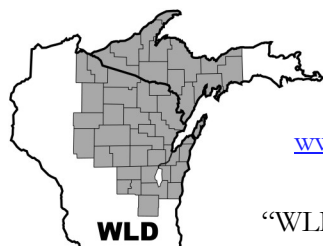
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Roger Wurtzel	thru 04/18
Joe Lallensack	thru 05/18
Dave Nitsch	thru 05/18
Todd Bushmaker	thru 06/18
Dave Allen	thru 09/18
Mary Eiden	thru 09/19
Mike Eiden	thru 03/19
Phil Herman	thru 11/19
Chris Heili	thru 01/20

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Rich Hopfensperger	Hobby Shop/Model Club Liaison
Vacant	Scout Coordinator

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



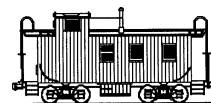
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On the Ready Track

- January 14** WLD Board Meeting
SLHTS Archives, Appleton
- January 21-22** Arctic Run Train Show
Stevens Point
www.thecwmrarccticrun.com
- January 21-22** Shebogyan Society of Scale
Open House
www.sssmre.org
- March 25** Paper Valley MRRC Swap Meet
Appleton
- April 8** WLD Board Meeting
SLHTS Archives, Appleton
- April 29-30** Tiletown Train Show
Green Bay
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- May 6** WLD Spring Meet
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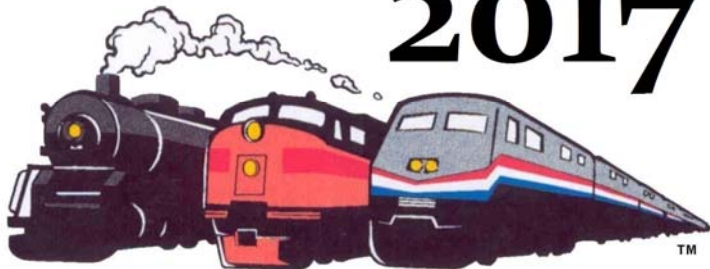


Holiday Inn



Photo courtesy of Mike Weber.

TITLETOWN TRAIN SHOW™ 2017



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Sunday: 10 am - 4 pm

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