

THE WINNEBAGOLAND WHISTLE

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

VOLUME 51, ISSUE No. 1

SPRING 2018

*The train, panting up past lonely farms, | Fed by the fireman's restless arms...
Past cotton grass and moorland boulder, | Shoveling white steam over her shoulder.*

COVER PHOTO:

Railroad MoW crews install new sidings as part of the construction of a new Country Visions Co-Op in the Plymouth industrial park.

The Co-Op is the result of a merger and is scheduled to open this year.

Photo by John Water; see story on Page 5.



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Superintendent's Report

By John Leow

Spring has sprung!

Ha! Maybe somewhere, but not in the U.P. With eight inches of fresh snow on the ground and that much more expected in the next few days, it's going to be a while before we have "Spring".

But speaking of Spring, our Spring Meet is coming up this weekend in Merrill. Mike Wadinski and his crew have put together a good show with the usual contests and layouts, but with a twist on the normal clinic schedule. Taking a page from the popular prototype modeler meets, Mike has scheduled show-and-tell/discussion roundtables to discuss modeling and photography topics. These roundtables will be sort of like customizable mega-clinics, The contest chairmen will also have brief presentations on entering and preparing for contests. Here's your chance to show off some of your latest models, ask questions and pick up some new tips and techniques to improve your skills. The spring meet is also the venue for our annual membership meeting, so it's important that as many members as possible make it to the meeting.

The results of the officer election will also be announced at the annual meeting. There have been some issues with the ballot this year, so be sure you use the latest ballot when you vote.

April is going to be a busy month for area model railroaders. After our Spring Meet in Merrill comes the Regional Convention in Madison, and then The Titledown Train Show in Green Bay. Our division will have a booth at TTS again this year, and we're looking for volunteers to help man it for the weekend. Please consider helping out - if you're interested, talk to one of the board members in Merrill.

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Superintendent's Report

(Continued from page 1)

One of the issues the Board has been struggling with lately is the subject of insurance, and the guidance issued by the National limiting the number of meets that can be attended by non-members. The insurance provider understandably wants to limit their exposure. It's also unfair to members to allow non-members to participate in NMRA activities without paying for them. We're currently trying to get some clarification from National, but we may have to start limiting non-member participation in the near future.

The Board has also had some discussions about scheduling some informal get-togethers during the summer, so keep your ear to the rail for more details.

In the last issue, I laid out some resolutions for the New Year, and I just wanted to give you an update on my progress. I've been busy finishing up a batch build of six Classic Miniatures ore cars and am just now starting to get back to my CNW narrow gauge passenger car project, which should be the last car I need for the Carbuilder AP Certificate. I hope to have that ready for Madison. Other than that, I'm a complete failure. I'm fatter than ever (thanks to a trip to Memphis, and associated barbeque.....mmmmmm...), I've made no progress on the layout, and this column is late. Sigh..... There's still time for improvement.

Well, time to get back to the Tigers game. See you in Merrill!

Editor's Note

By Todd M. Bushmaker

Spring is here, I can feel it. At least I think that's what it is; might be one of my daily delusions...the weather so far in April has been bonkers. I wish we could go immediately from a nice clean white blanket to fragrant green grass, without the crummy brown squishy ground in between. Oh and it would be nice if the doggy doo-doo in the backyard could just... disappear.

Our Spring Meet in Merrill is upon us...if you haven't signed up it's not too late to just pop in at the door of the Merrill Historical Society on April 7th. Should be a nice drive from wherever you are in the Division. It will be a little chilly but hopefully the roads are clear!

The MWR is hosting the Regional meet in Madison later this month, and this year it's not in conflict with the Titledown Train Show, which is the 28th and 29th at Shopko Hall as usual. We have a nice mix of new vendors and layouts this year, and in fact we were so overbooked that we had to turn away a few friends because we didn't have room.

Remember last month I talked a bit about getting involved a little more with the Division? We could certainly use your help with manning the WLD booth at TTS over the weekend! We need enthusiastic, happy and engaging people willing to spread the gospel of model railroading, answer questions and generally be a genial public face for the Division and NMRA. Bring some props with you if you like. Feel free to contact me or John Leow if you're interested.

After the 2019 show, TTS is probably in for some big changes. Brown County is planning to design and construct a new expo hall on the site of the 60-plus-year-old Arena, which will be demolished. Shopko Hall will be repurposed into offices and back-of-house functions for the new expo and the Resch Center. As an architect and tenant/user I've already had some thoughts on how it should be designed, though only in an "armchair" capacity so far. The show is in preliminary discussions with the facility management to figure out not only what will happen during construction, but also how TTS will be able to continue the show at the much larger (and presumably more expensive) new facility. Stay tuned!

This issue will be going "to press" after Easter, so I hope everyone had a spiritual or otherwise meaningful holiday with family and friends. Let the joyfulness of the season brighten your days and open the doors to the coming summer!

Until next time, keep on trainin'! —Todd
tbushmaker@sbcglobal.net



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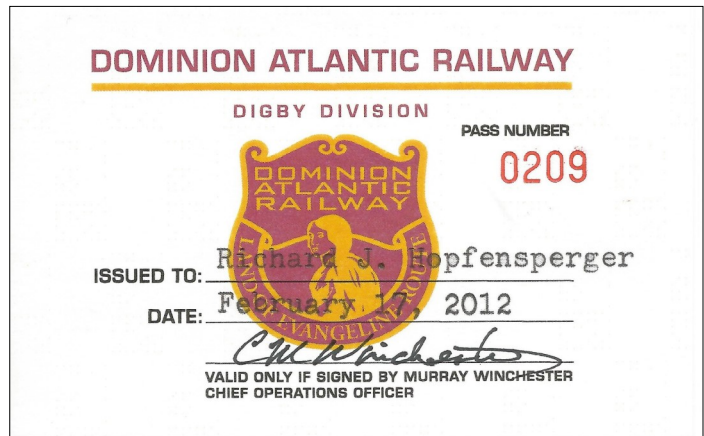
Model Railroad Pass Collecting

By Richard Hopfensperger

Thirty five years ago I became aware of the fact that some adult members of the model railroad hobby had “passes” for their model railroads. These passes were based upon the idea of emulating the prototype railroads use of passes for their V.I.P’s and anyone else that they figured warranted permission to ride the trains or visit the property. Some of these prototype passes were valid until revoked, and some for a set period of time. The time it was valid for didn’t really matter to a railroad modeler; all that mattered was that if the prototype did it, they should too.

Pass collecting was a fairly popular way to share the fun of model railroading. Numerous modelers came up with some very ornate examples, usually about the size of a business card. These passes allowed them to share some information about their railroad and set the rules for visitation. Many had some tongue in cheek humor added to them, along with some real rules to follow. Passes were once such an integral part of enjoying the hobby that the

NMRA developed rules for pass contests. It was not uncommon to see some creative examples on display at the National Convention. Eventually, this part of the hobby started to fade away to the point of obscurity.



The number of people involved in pass collecting is fairly small now. A pass exchange I was involved in over the last five years numbered around 100 people. Though there may be low numbers involved, the amount of creativity is astounding. Today, not only do some people exchange passes the old fashioned way of exchanging physical hard copy passes, some people exchange “e-passes”. These passes are sent via email. Like the hard copy examples, they can be very ornate, and some even include a link to the modeler’s website!

Pass collecting can be a fun way to get involved in the hobby beyond the railroad room. It may be a bit hard to find some modelers to exchange passes with, but it shouldn’t stop anyone from giving it a try to make one. A person interested in making a pass can do an internet search and find numerous examples to spark their interest. Many passes are elaborate. Some people also include designing stock certificates and letterhead stationary for their correspondence. The people you may meet through an exchange often share much information regarding their model railroad and how it was planned, its concept, construction and other paraphernalia promoting the railroad. Some of these people will even become friends through correspondence. Trying to develop a pass can also be an invigorating way to exercise one’s own creativity.

Getting started creating a pass might be the first road block one comes across in developing one. To get things

Photo Contest Results

Fall Meet 2017 Photo Contest at Sheboygan, WI on October 7, 2017; by Joe Lallensack, contest chair:

Best of Show: Emory Luebke –

CN #9473 about to cross the bridge, Appleton

First Place, Prototype Color Print: Scott Payne –

I&M Raillink GP9 #123 at Davis Jct.

Second Place, Prototype Color Print: Dale Kuhn –

C&NW Plow at Cedar Grove

We had a very small contest this time. We only had 3 entries but each one got an award! Not too often that this happens. Hopefully we end up with a larger contest at the Spring Meet.

My thanks to Roger Wurtzel and Mike Eiden for assisting me in the judging. We didn’t have to spend too much time in the process, but it is always enjoyable.

Please, consider bringing a photo (up to 5 if you are adventurous) to the meet in Merrill. All that we ask you is that they are larger than 5 x 7 but smaller than 11 x 14 and that they be mounted to allow for handling during judging.

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Model Railroad Pass Collecting

By Richard Hopfensperger, cont'd

(Continued from page 3)

going, think about the identity of the railroad. A person can create the history of the railroad and give it a time and place in the real world. Another way to help decide what a pass should look like is to determine the railroads culture. Does the railroad do well economically? What is the management style of the railroad? Research some real passes and determine what one likes. A person can also use corporate logos from past railroads for inspiration. Old stock certificates are another good example of corporate documents to use for ideas.



ATSF Winnebago Subdivision

Of the ATSF Northern Division

Subdivision Headquarters; Pickett, WI

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Issued by: Richard J Hopfensperger Jr

Richard J. Hopfensperger Sub. Superintendent

Phone: 920589-6209 Winnebago.Subdivision@aol.com

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Conditions on reverse side

Conditions of Pass Use:

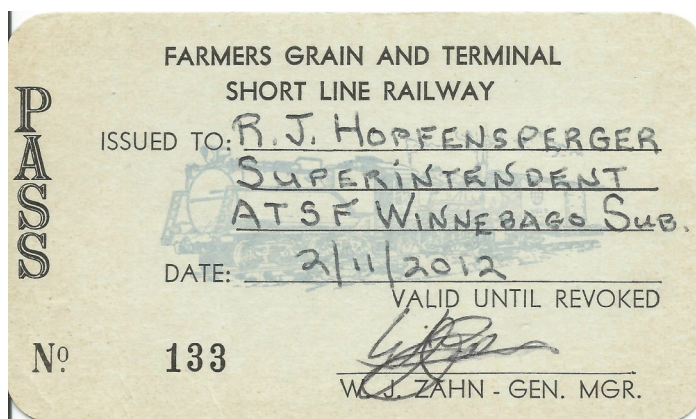
1. No finger poking
2. No scenery rubbing
3. No tree snapping
4. No train grabbing
5. No nitpicking
6. Constructive criticism appreciated, not necessarily taken
7. **NO SMOKING**

Bearer entitled to have fun and enjoy the benefits of model railroading on the Winnebago Subdivision of the Northern Division of Northwest Lines Grand Div. of the ATSF Railway.

Once a person has done some research about what they like, and maybe come up with their railroads identity, it will be easy to get a rough mental picture of what they would like the pass to look like. Sketch the idea out on paper to develop the layout and the message(s) they want conveyed on the pass.

A person can readily make their pass on their own home computer. Using a word processing program makes it simple and straight forward. Set the page size, a business card size most likely and get started. A person can play around with "watermarks" in the background. Images can be inserted. Set the text where it needs to be. A person can do a front and a back. If one has the capability to print front and back, this is a breeze. Unfortunately for

myself, I had to print them separately. I printed them on a quality photo paper and after they were printed, I cut them out and laminated them together to make one pass. This got to be very time consuming and decided to go another route. I went to an on line business card printer.



Using an online vendor is relatively easy. They have numerous templates that a person can choose from to enter their information. Images can easily be inserted. The original design a person creates on their word processing program can be put onto the template and manipulated to fit. The process is not at all difficult. If a fairly technologically illiterate such as I can figure it out, I am sure any other model railroader can. The only issue I have with using the business card approach is that it took the ability away to number the passes. I could have still done so by leaving a blank spot for it, but chose not to do so because I noticed on some of the first passes I gave out, the pen ink ran. Considering the time saved from no longer needing to put my passes together and how cheap it was to have 500 of them printed, I believe going with the online vendor to be the best choice for me.

Now that you have all made a pass for your model railroad, what do you do with it? Unfortunately, I have not seen any classified advertising for pass exchanges recently. The man that ran the one I participated in, Walter Zahn of Mesquite, Texas, passed away 25 May 2015. Perhaps, what we can do is to exchange them amongst ourselves in the division, just to get started. We could also include them in a packet for new members welcoming them to the Winnebagoland and introduce ourselves.



New Co-Op in Plymouth

*Thanks to Phil Herman and John Winter
Reprinted from USAToday Network—Wisconsin*

Country Visions-Kettle Lakes Cooperative Merger Approved

Published July 7, 2017

A merger between Reedsville's Country Visions Cooperative and Kettle Lakes Cooperative has been approved and the newly merged cooperative will begin business Sept. 1.

According to a press release, the co-op will be governed by the nine current Country Visions board members and three from Kettle Lakes.

Districts will be established to ensure representation throughout the trade territory. Member equity in the new cooperative will go in at a dollar-for-dollar basis.



Construction has started on a new automated agronomy facility in the Plymouth industrial park to service both cooperatives' customers in that territory. Construction will be completed by early 2018, and the facility will be ready for the 2018 planting season, the press release said.

The newly formed cooperative will maintain its 50 percent ownership in the energy joint venture, Co-Energy Alliance with Adell Cooperative, to service propane and fuel customers in the southern trade territory.

Country Visions ownership in CP Feeds will remain and offer feed products and services to customers in the southern area that is currently served by Kettle Lakes. The mill in Random Lake will continue to service feed customers on a limited basis.

Steve Zutz, Country Visions CEO, said in the release: "The goal of the cooperative will be to continue to provide a high level of service to the patrons. Many customers will be served by the same employees or location as they have been in the past, with some changes that will take place as the efficiencies and rationalizations of the merger take effect over time.

"Investments in facilities, technology and employees will need to be made to continue to provide a high level of

service to our ever-changing industry," Zutz added. "The cooperative will be much better positioned to do so after this merger."

Country Visions is a farm supply cooperative operating in eastern Wisconsin and in the Upper Peninsula of Michigan. The past fiscal year resulted in sales of \$158 million from divisions including agronomy, grain, petroleum, propane and retail stores.

Country Visions is also a 60 percent owner of CP Feeds, which manufactures and sells more than \$146 million in feed to area farmers.

Kettle Lakes sales of \$40 million come from agronomy, grain, feed and retail divisions. Kettle Lakes also owns 50 percent of Co-Energy Alliance, which sells petroleum and propane to area customers.

From John Winters:

"The new Country Visions Cooperative is moving right along and my guess is it will be open soon, probably by summer. For those unfamiliar, the co-op is located at Co. Hwy. PP and Willow Road, which is the next road east of State Hwy. 57, in the Plymouth industrial park.

"It is a large plant that will be handling of types of agricultural product such as fertilizer, seeds & grains. I've been checking it out occasionally to watch it's progress.

"The co-op will get rail service from Wisconsin Southern. The switch has been cut-in on the main line just east of Willow Road. Track crews from a private contractor are putting the finishing touches on the four track yard on the property. The yard tracks are long, and I've heard the yard can handle 24 cars. But it looks like more could be handled. Whatever the number, it would seem the co-op expects to get a lot of rail service.

"I attached three photos for you to check out. Workers were present using track equipment."



Officer and Committee Duty List

Note: We are publishing these both as an FYI for all members so they can see what the officers and board are tasked with, and as a "living document" for accepting critique, comments, questions and suggestions for edits or additions.

Superintendent**

- Set meeting agenda
- Schedule board & committee meetings
- Liaison with MWR & Divisions
- Attend MWR board meetings when possible
- Provides overview of MWR or National news to Officers & Directors, Committee Chairs
- Directs MWR and/or National news to Whistle Editor for publication
- Writes 'Superintendent Report' for Whistle and delivers to Whistle Editor

Assistant Superintendent**

- Same as Superintendent
- Acts as Superintendent in the absence of Superintendent

Paymaster**

- Keeps financial books
- Keeps Division checkbook
- Keeps cashbox
- Creates budget with Superintendent
- Reimburses expenses
- Does final financials on all events
- Orders event plaques

Chief Clerk**

- Sends BOD meeting notice
- Requests officer & committee reports for meetings
- Keeps meeting attendance
- Sends meeting agenda and board packet
- Manages By-law/Constitution issues
- Keeps meeting minutes

Convention**

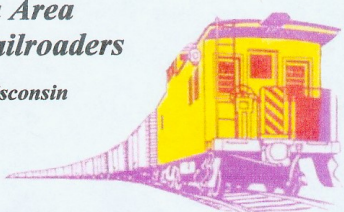
- Convention Committee (as a whole) recommends and makes contacts with potential groups for co-hosting Division Spring & Fall Events
- Registrar**
 - Receives event registrations
 - Creates name badges for division events
 - Provides tally of registrations and meals to person needing information
- Clinics**
 - Maintains current list of clinicians and clinics available for events
 - Contacts clinicians to request clinics when appropriate for upcoming events
 - Provides support to clubs co-hosting Division events or clinics/clinician needs
- Layouts**
 - Contacts Division members to determine who has layouts that are available for division events
 - Verifies that layout owners for events are current with NMRA membership and eligible to be host for events
- Convention Chair**
 - Coordinates activities for members of Convention Committee
 - Works with group co-hosting event to get details of event for registration form
 - Provides details of event to Division Promotion Chair
 - Maintains Convention Checklist to assure all requirements are met
 - Is Liaison between Division and group co-hosting Division event

Webmaster**

- Keep website up to date
- Post necessary items on website as needed
- Membership**
- Keep current list (monthly) of Division members as supplied by MWR Membership

(Continued on page 7)

**Waupaca Area
Model Railroaders**
Waupaca, Wisconsin



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- Strawberry Fest Train Show & Model Contest
- Model Railroading Fun
- Keep up with our activities by reading *The Crummy* on our website: www.wamrltd.com

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Website: www.marksmodelrailroading.com

Officer and Committee Duty List

(Continued from page 6)

- Send 'welcome' to new Division members, including upcoming events
- Send post card to people who drop membership or fail to renew
- Send surveys to members as needed

TTS**

- Liaison between Division and TTS event coordinator
- Makes sure request for Division insurance support is received and directed to Superintendent

Club/Hobby Shop Liaison**

- Keep current list of model RR clubs
- Keep current list of model RR hobby shops
- Keep current list of RR Historical Societies within Division
- Get list of model RR clubs & hobby shops to Division Promotion for event flyers

Division Promotion**

- Get event flyers/registration forms to clubs & hobby shops
- Makes sure appropriate ads get to newspapers, radio, TV, Facebook, Other NMRA Divisions within MWR and other NMRA websites
- Contact person when Division is requested to bring NMRA display to other shows/events

Model Contest**

- Determines space needs for model contest
- Writes article for Whistle requesting models and provides information to Division
- members about model contests
- Judges models
- Arranges for judging assistance
- Completes appropriate judging forms and certificates
- Provides feedback & appropriate certificates/plaques to contest entrants/winners
- Provides contest results & photos to Whistle Editor for publication

Photo Contest**

- Determines space needs for photo contest
- Writes article for Whistle requesting photos and provides information to Division
- members about photo contests
- Judges photos
- Arranges for judging assistance
- Completes appropriate judging forms and certificates
- Provides feedback & appropriate certificates/plaques to contest entrants/winners
- Provides contest results & photos to Whistle Editor for publication

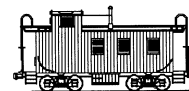
Operating Session**

- Arranges annual operating session for Division
- Makes sure layout owners are current NMRA members in good standing in order to host session
- Receives operating session registration forms
- Liaison between Division and Layout owners for operating session

Whistle**

- Is Editor of publication
- Provides article/information deadline dates to Division Officers/Board/Committees for year
- Maintains circulation
- Requests articles & photos for publication from Officers & Directors, Committee Chairs/members, and membership.
- Works with Membership Chair/Committee for current list of Division members
- Provides publication to Webmaster(s) for Division website

***Provides support and assistance to other Officers, Directors, Committee Chairs or Committees as requested and fulfills other duties as assigned by Superintendent.*



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

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

tbushmaker@hoffman.net



Clipper City Model Railroad Club Spring Train Show

Manitowoc County Expo Grounds

Manitowoc, Wisconsin

Friday, April 20, 3-6 PM

Saturday, April 21, 12-4 PM

Sunday, April 22, 12-4 PM

Exhibits include N, HO, S, O, and G
and the Museum Room

Hope you can join us!!!

New Life for Wausau Depot

By Laura Schulte

Reprinted from USAToday Network—Wisconsin

Published Jan. 30, 2018

WAUSAU - They're going to hang velvet curtains in what was once the smoking room. On the other side of the building, in the former waiting room, the new owners plan to put a set of dueling pianos, or a stage for live acoustic music.

Dan Weber is excited about the potential of the old Wausau train depot at 720 Grant St. He and his wife, Kimm VanDen Heuvel, pointed out where the bar would go, and where customers will be able to sit this spring and enjoy cocktails once the distillery is open.

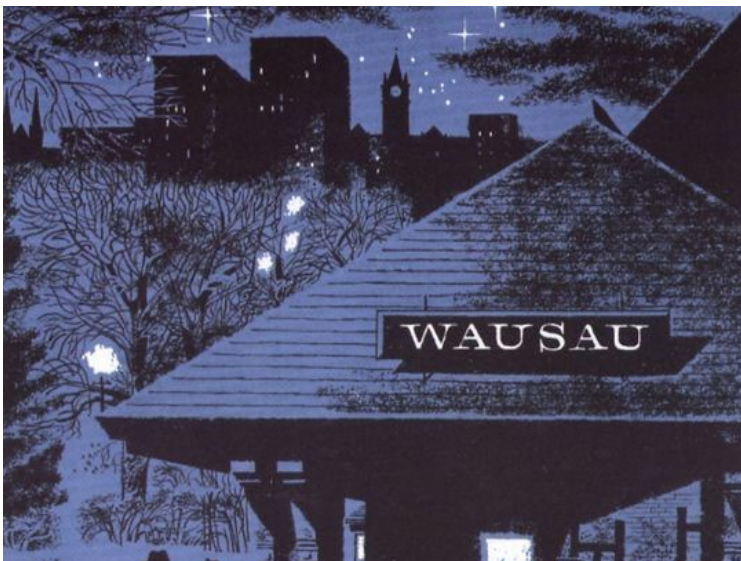
Because there was no heat yet in the building, their breaths came out as puffs of condensation. Construction ladders leaned against brick walls, some of which still carried remnants of the thick layers of plaster that had to be ripped off. The owners smiled and described their vision for the historic building. By spring, they hope to open Central Time Distillery, a Wausau maker of spirits and a cocktail bar in what was once one of the city's most recognizable buildings. The train depot was built in 1901. For decades during the heyday of rail travel it served as the city's entry point. And it was made famous as a symbol of the city by Wausau Insurance, which used the building's pointed roof and "WAUSAU" sign to advertise its own trustworthiness.

The distillery has been years in the making. Weber took distilling classes, contracted design work, helped out with demolition and construction and even formed a partnership with the city. It all led to this: Weber and VanDen Heuvel, both 30, will finally own a business that they built themselves.

An Idea that started as a joke

The idea to start a distillery came to Weber years ago. He was working at the lead brewer at the Great Dane Pub and Brewing Co., where he'd spent years learning the craft. He was playing volleyball in a league with friends, joking around about ways to bring in extra income, when the idea of making moonshine came up. At first it was a joke, but it turned into a realization.

"It kind of hit me: I could make moonshine and whiskey," he said. "No one's making moonshine in this area."



So Weber talked with his boss at the Great Dane, who pointed him in a couple different directions for advice, and Weber started off on his journey from beer to liquor. He and VanDen Heuvel, who was his girlfriend at the time, set off to learn all they could about producing their own liquor and starting a new business.

First, they took entrepreneur classes at the University of Wisconsin-Stevens Point. Then two straight days of distilling classes at 45th Parallel distillery in New Richmond. Then came a business plan, which led to the search for the perfect location for the distillery.

"We looked at a few other properties and then we saw the train station and Dan was really taken aback," VanDen Heuvel said.

The more the couple thought about converting the depot, which offered a space for a separate distilling facility in the luggage house and bar in the actual depot, the more they fell in love with it, VanDen Heuvel said.

After finally securing the building in October, the couple went to work on the interior, ripping away years of plaster, cement board and drywall that covered the original brick walls and the dropped ceiling that hid high trusses. The rooms felt much bigger when the work was done, and more closely matched the feeling inside the depot when it was first opened. Weber and VanDen Heuvel, along with family and friends, did most of the demolition, but felt that it was worth the cold temperatures and heavy lifting.

"Putting in the sweat equity makes it feel more ... like it's a labor of love," Weber said.

The demolition was finished in December, allowing construction to start on the inside of the depot shortly after. Though a contractor will be doing the construction work, that doesn't mean that Weber and VanDen Heuvel get a break; now they've launched themselves into learning about the history of the building that they saved. They had no idea that the depot was woven so tightly into the history of the northern city.

The Wausau story

In 1901, most travelers were getting around by train. Loggers would head up into the northwoods via the train, and visitors would come from Milwaukee and Chicago for a long weekend or to visit family. Wausau was a tiny town starting to boom, thanks to the railroad and the logging industry that brought in people and money.

The city contracted Chicago architects Charles Frost and Alfred Granger through the Chicago, Milwaukee and St. Paul Railroad, according to a 1984 Historic Survey of Wausau, to build a small, yet grand, building to welcome passengers to Wausau.

For years, the depot represented Wausau as passengers came and went. But it wasn't until 1954, when Wausau Insurance adopted the depot as its logo, that the building became a national icon. The company adopted the depot as its logo because it had become a sign of the city — people exited and entered the city through it daily.

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New Life for Wausau Depot

By Laura Schulte, cont'd
Reprinted from USAToday Network—Wisconsin

(Continued from page 8)

Eventually the logo made its way to a regular commercial spot during the television newsmagazine "60 Minutes," one of the most prominent shows on TV at the time. The ads traded on a nostalgic sense of Wausau as a town full of trustworthy neighbors, and themselves became a point of pride for many Wausau natives.

According to Wausau Daily Herald archives, the railroad discontinued passenger service to Wausau in 1970, and in 1977, Wausau Insurance bought the inspiration for their company's logo. In 1980, Wausau Insurance gave the building to the Samoset Boy Scout Council, who used the building until it moved into its new headquarters on Camp Phillips Road in 2000.

Since then, the building has been a storage space, a technology repair shop and at some points, just a vacant train depot.

The depot was on the watch list of the Historic Preservation Committee of the city, said chairman Gary Gisselman. The committee didn't want to see such a historic building unused or eventually razed.

"We're so happy to have someone in there, someone who treasures the history," Gisselman said.

Weber and VanDen Heuvel are working closely with the Historic Preservation Committee and the National Historic Landmark registry to ensure the building is added to the list because of its significance, and the fact that it's known throughout the country.

The Central Time owners are doing all they can to make sure the distillery retains the history of the railroad within its walls.

"We're really going for as much exposed of the original, so it feels like you're walking into a train station in 1901," Weber said. The couple is working to restore features that would have been unique to the train station, including a telegram, coal chutes and more. The exposed brick, which is mostly original, will only add to the feeling.



Getting down to business

Weber and VanDen Huevel plan to open the distillery in Wausau sometime this spring, but before that can happen, they'll need a full line of liquors ready for tasting and cocktails.

Like most distilleries, Central Time will start out producing clear liquors such as vodka, rum and gin that don't need to age in barrels, and will eventually work up to barrel-aged liquors as well, including bourbon and whiskey. When the distillery first opens, they'll have a limited supply of bourbon and whiskey that has been aging at other distilleries the couple contracted with.

Weber also hopes to step a little off the beaten path, and produce some liquors that aren't as common to drink.

"I want to do fun things: absinthe, chartreuse," he said, referring, respectively, to the anise-flavored liquor said to have hallucinogenic properties and a French liquor made with more than 100 herbs.

Weber and VanDen Heuvel also plan to offer light options for patrons to snack on while they sip, but the distillery won't have a full kitchen.

"We'll offer a charcuterie board with cheeses, proscuitto, nuts and bread. We also want to offer soups," said VanDen Heuvel. "But we've got Hiawatha right next door (the restaurant at 713 Grant St. is just steps away), and they're a great complement if folks want a full meal."

Weber hopes that after the distillery establishes itself and he's able to get distilling underway, he'll be able to start an urban winery. That means he'll take grapes from other places and make the wine in-house. But that's a ways off. The first focus of the distillery will be liquors.

When customers leave the distillery, Weber hopes they'll leave with a new knowledge of what distilling is.

"Part of the excitement and fun of this is getting to educate the community," he said. "Not just with traditional spirits, but others from around the world."

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Team Track

Division Officers (terms thru 04/18)

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

Board of Directors (terms thru 04/19)

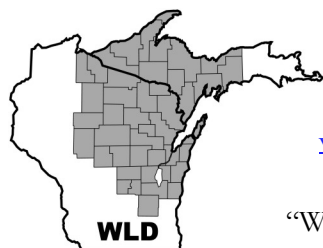
Wally Rogers	Joe Lallensack
Dave Nitsch	Todd Bushmaker
Dave Allen	Mary Eiden
Mike Eiden	Phil Herman
Chris Heili	Rich Hopfensperger
Andy Dorsch (new!)	

Note that we are actively looking to fill additional Director positions!

Committee Chairs

Phil Herman	Financial Review
Todd Bushmaker	Whistle
Marv Preussler	Achievement Program
Wally Rogers	Membership
Phil Herman	Clinics
Lynn Jasch	Convention Registrar
Chris Heili (Scott Payne)	Convention Chair
Scott Payne	Company Store
David Allen	Operating Sessions
Joe Lallensack	Model Contest
Vern Ehlke	Photo Contest
Paul Hillmer	Technology
Michael Eiden	Social Media
Rich Hopfensperger	Webmaster
Rich Hopfensperger	Hobby Shop/Model Club Liaison
Rich Hopfensperger	Scout Coordinator

Note that these positions need not be Directors; any member in the Division may chair or participate in these committees!



www.wld-nmra.com

Facebook:
“WinnebagoLand Division
NMRA”

On the Ready Track

- April 7** WLD Spring Meet
Merrill Historical Society, WI
- April 13-15** “Capitol 400” MWR
Regional Convention
Madison (*see info this issue*)
- April 20-22** Clipper City Spring Train Show
Manitowoc County Expo Grounds
- April 28-29** Titledown Train Show
Shopko Hall, Green Bay:
www.titledowntrainshow.com
- June 9, 10:30am** WLD Board Meeting
SLHTS Archives, Appleton
- June 16-17** Strawberry Fest Train Show
Waupaca:
<https://waupacamemories.com/event/strawberry-fest/>

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Capitol 400 Midwest Region NMRA 2018 Convention

April 13, 14 & 15, 2018

www.nmra-scwd.org/convention



Registration Form

ALL FARES INCLUDE BANQUET

Registration Type	Fare	Number	Total
Rail Early Full Fare	\$55		\$
Non-Rail Early Full Fare	\$40		\$
Banquet Only	\$30		\$
Rail Full Fare After March 31, 2018	\$65		\$
Non-Rail Full Fare After March 31, 2018	\$45		\$
Non-NMRA members add \$20 for 9 Month NMRA Rail Pass	\$20		\$
HO Scale Illinois Central Special Run Box Car	\$20		\$
Total Enclosed			\$

Name For Badge **PLEASE PRINT**	NMRA # or Non-Rail

Please indicate any special dietary restrictions for the banquet:

FRIDAY AFTERNOON AND EVENING OPERATING SESSIONS

Operating Sessions will be held Friday afternoon from 1pm to 4:30pm and Friday evening from 6:30pm to 10pm. You can sign up for afternoon, evening or both. indicate your layout preference—1st and 2nd for each session. See layout descriptions in the Operating Session section of the Capitol 400 website: <http://www.nmra-scwd.org/convention.html>

Afternoon Session 1-4:30pm

Evening Session 6:30-10pm

Bill Clancy Rio Grande Pacific _____

Bill & Rose Weber Union Pacific _____

Bob Wundrock RLD&M _____

Ken Hojnacki & Peter Reinhold NYO&W _____

Crew assignments will be based on first received/first assigned. A waiting list will be created if needed. You are expected to operate; there will be plenty of opportunities to view the layouts at regular tour times. You will be notified of your assignment via email so be sure to include it below. The Committee reserves the right to cancel or change layouts.

Street: _____

City: _____ State: _____ Zip: _____

E-mail: _____ Phone #: (____) _____

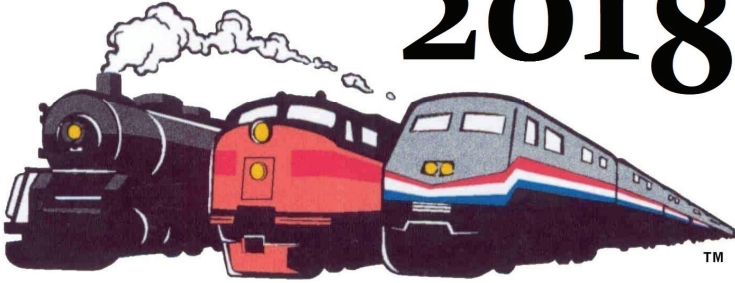
Mail to: **Capitol 400**
c/o Keith Thomsen—Registrar
7202 New Washburn Way
Madison, WI 53719

Make checks payable to: "SCWD Capitol 400" (No cash, please.)

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Amt Rec'd: \$	_____
Check No.:	_____
Op Session Status:	_____

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