

THE WINNEBAGOLAND WHISTLE

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

VOLUME 53, ISSUE No. 1

SPRING 2020

Riding the day train | My usual thoughts wonder | About derailment

COVER PHOTO:

The first prototype of the new Acela Express trains on track outside the Alstom plant in Hornell, New York.

A story of Amtrak's 50th anniversary starts on Page 6.

Photo by Amtrak.



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Superintendent's Report

By Andy Dorsch

These are unprecedented times for all of us as the spread of the Coronavirus pandemic continues to have a massive global impact.

Huh? I'd never thought in a million years I'd start off a report to a model railroad organization with that sentence. Its true, these are uncertain times for us, but I offer that its an opportunity to add a few new tools to our model railroading tool box. Tools centered around, community, education and knowledge sharing.

During times like these where we have to shelter in place, model railroaders can still get together and show off their work, teach people new techniques and tell the occasional joke. But instead of meeting up at the hobby shop or going to a swap-meet or train show, modelers are getting together on-line. Places like Facebook and YouTube are holding layout tours and community chat sessions are keeping modelers informed and engaged in staying up on what's going on in the hobby. There are countless blogs and forums out there for any niche or special interest modelers may have. All you have to do is "Google" it and you too can join in and be a part of the conversation! Hey, you may want to start by checking out the Winnebagoland Division's Facebook Page or website if you need a starting point.

Even though these times are uncertain and we have to shelter in place, it's not a time to derail and despair. Let's make the most of this situation, lets get together in the virtual space! Show off what we've been working on our Facebook Group, have a virtual layout tour, have a virtual operating session, participate in a blog or forum, or watch a few 'how

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Superintendent's Report

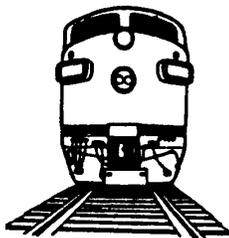
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-to' videos on YouTube! Now on to division news... guess what...everything is cancelled!

Division/Region News:

- WLD Spring Meet: Scheduled for May 2nd at the Bridgewood in Neenah, has been rescheduled as the Fall Meet October 3rd at the same facility.
- Midwest Region Meet - The The Peoria Rocket MWR Spring Convention scheduled for May 14-17, 2020 has been cancelled due to COVID-19.
- Titledown Train Show: Green Bay, WI – Cancelled due to Coronavirus (COVID-19) Pandemic.
- Spring Op-Session (TBD) – Postponed due to Coronavirus (COVID-19) Pandemic.
- NMRA National Convention in St. Louis - With the spread of the COVID-19 virus, many model railroaders are wondering if the annual National Convention in St. Louis will be or has been cancelled. The answer is: both the convention and National Train Show have been cancelled this year. Stay safe, and continue to check back at <https://www.nmra.org/conventions/nmra-2020-st-louis> for updates.

Super's Sign off: This will be my last report as Superintendent of the WinnebagoLand Division. I want you all to know that it has been a privilege to serve as your division director. Looking back, we've done some great things over the course of this year that have moved this Division forward. I want to thank my crew of officers and the board of directors for assisting me in leading the WinnebagoLand Division. These were the people working hard behind the scenes to keep this Division rolling down the tracks. Take care and stay safe out there. Cheers, Andy



View From the Cab

Your Editor

Where do we start?

We are currently living through some unprecedented times. At least, in the lifetime of this GenX-er, and probably during the lifetimes of the Boomers that preceded me. There's really no context or comparison unless perhaps you go back 100 years to the Spanish flu. But the world is a much different place now.

Think about it a little. A hundred years ago, trains were still the primary mode of transportation, especially for any real distance. Henry Ford was selling his "Tin Lizzies", and the airplane had only just been invented a few years prior. Steamships (slowly) connected continents. Despite that, it's amazing how fast and far that deadly flu spread.

Now ramp it up to today, where air travel connects distant populations in a matter of hours. If we still traveled like back then, most likely we'd just get delayed newswire reports from overseas about a new disease, and barely think anything of it, much less upend society because of it.

Of course another major difference is that communication. Imagine being quarantined for weeks, even months, without the internet. Even twenty years ago it would have been a much different story, without Zoom and Netflix, Google News and Instagram. A large portion of our population can realistically work from home now, we can order takeout online from many of our favorite restaurants, and we have so many entertainment options to keep us occupied that we should be good until Christmas.

Still, that's hardly the main focus right now. Many millions are now out of work, unsure when or where they will be able to again. Retirement accounts are being decimated. Small (and large) businesses will go under. People are panic buying, hoarding toilet paper and making scarce critical items like filter masks and sanitizer. Medical facilities and staff are overwhelmed and putting themselves at risk every day. Trillions are being spent to prop up, essentially, the very foundations of society. All "non-essential" segments of the economy are on hold, likely indefinitely.

Realistically, model railroading is non-essential, but we can be pragmatic about it. While we stay holed up with our families for the time being, those of us in the hobby can fend off boredom and depression by engaging in some activities in the basement. We can build, and we can share. Stay in touch. Post some photos of what you're working on to keep you sane. Share a video of your pike, your latest handiwork, your kids at the throttle. WLD's Facebook page is at your disposal, as are many other groups, pages, and social platforms. Don't hibernate!

Stay well. Wash your hands. We'll see you on the other side! — Todd tbushmaker@sbcglobal.net

What's (not) going on?

Right around this time, you'd expect to see some coverage and previews of your favorite spring and summer model railroading events, in this humble publication and elsewhere. Our own Division's Spring Meet. The Regional and National conventions. Titledtown. LaCrosse. Strawberryfest. And that's on top of everyone stretching their legs to get out after a long winter... spring cleaning, yard work, camping, hiking, biking, spring break, Easter, Memorial Day, Mother's Day, and on and on.

A couple from my perspective:

It was March 14th when we made the decision to cancel TTS, before everything was closed down, when people were still unsure how things would play out. We had been thinking about it for at least a couple weeks before that, concerned about what our facility contract would say about cancellation fees and such, and even if retirees and families would attend. Really it was a no-brainer, if heartbreaking... last year was upended by Trump's rally next door, and now our first year in a new facility was scuttled by an invisible threat.

A couple Saturdays ago, the WLD board met for a (delayed by a week and videoconferenced for the first time) regular meeting, and a large part of the discussion was obviously what to do about the Spring Meet and scheduled operating session. Again, questions about how the hotel contract would play out, especially given that the meet is scheduled for after the current shutdown's timeframe. In the end we decided to "postpone" the spring meet to the fall timeslot, in the same facility. This will be October 3 at the Bridgewood in Neenah. In the meantime the board is looking at the best ways to share layout tours and virtual operating sessions on available social media platforms.

Outside of those, the NMRA National Convention and Train Show in St. Louis in July has been cancelled; updates are posted regularly at nmra.org. Closer to home, Waupaca's Strawberryfest train show as of this writing is still apparently on for June 20; keep an eye on that one at wamrltd.com. Fortunately summer tends to be a slower time in our hobby community, but depending on how all this shakes out, even fall events may be affected.

Personally I'm assuming all events, model railroad and otherwise, are or will be cancelled through June at least, and probably into the summer months. Best thing for everyone to do is stay on top of your favorite events and always check to make sure before the scheduled dates. The COVID-19 pandemic and the government's response are fluid, and the resulting economic collapse will likely affect everything on the calendar well beyond the effects of the disease itself.

Titletown Train Show

Titletown Train Show 2020, scheduled for April 18-19 at the KI Convention Center in Green Bay, was cancelled due to the COVID-19 pandemic. But you knew that.

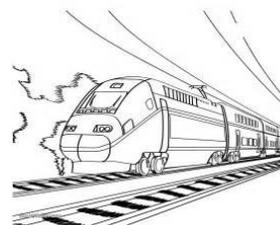
TTS 2021 has been scheduled for April 17-18, 2021, again at the KI Convention Center. While the new Resch Expo building, currently under construction, is expected to be open by January 2021, the decision has been made to remain at the KICC for the time being. Stay tuned for more details to come this fall.

Division Merch

Check your closet and see if it is time for a new Winnebagoland Division shirt. Available through the Division website store with a link to the shop for you to direct order. Also available is a visor cap with the train curving around the edge! Nice additions to your list this year.



Just a few of the HO-scale Winnebagoland boxcars left; let Paul Mastalir know how many and he will work out getting them to you. His phone is (715) 853-7274, or email him at mastalir54166@yahoo.com.



Brewing GEM Beer at the Club!

By Wally Rogers

A while back... okay, more than three years ago, some of us at the club decided we needed a brewery on the railroad to account for the myriad of billboard beer reefers that had accumulated on the pike. And since I was responsible for the vast majority of those cars, I said I would take on the project.

For those not familiar with our club layout, we model the Milwaukee Road line from Milwaukee to Green Bay, with the branch from Hilbert Junction to Neenah, ending right outside the 138-year-old former railroad depot that houses this model railroad. The Walter Brothers Brewery existed up until 1956 and was razed in 1960-61. It stood at the southern edge of Menasha, right across Nicolet Boulevard from Neenah, had a railroad siding (C&NW), and was chosen as the one to model.

My only recollection of this brewery consisted only of seeing the last of it, the grain silos, one emblazoned with a red GEM BEER sign painted on it, being knocked down by a crane with a big wrecking ball almost 60 year ago. So my research of the subject began in earnest. I found Sanborn maps of this facility from at least three years of its existence, a few photos of it from various resources, some very low resolution aerial photos, and a couple remembrances from folks older than I. My siblings related to me that Gem beer was our Dad's favorite brew. (Could that be why I was named Walter? I guess I'll never know.)

Over two years went by without much more information being gathered for the modeling project and I was feeling somewhat frustrated that the brewery wasn't moving forward. I was suffering from a malady I call paralysis by analysis. In trying to get more and more details on how this building should look, I wasn't getting anything more than some sketches done.

Enter a new member to our club. After the first meeting he asked if there was any project that he could dive into. We looked at an area with rail spurs on both sides of a peninsula where we had envisioned a double-sided building: Neenah Foundry on one side and a paper mill on the other. A week later measurements were taken of the site, and the following meeting he produced a proposal for the structure and had actually begun cutting stock for the framework.



That lit a fire under my butt! If this “noob” can come here and get a project like that going in less than a month, why do I keep making excuses for not getting at the brewery?! Enough foot-dragging already! So I decided that I would just crash ahead with what I have.

I headed out to the home improvement store and bought a 10 foot piece of 3” PVC pipe (the O.D. scales out to just over 12”) and a rattle can of concrete colored textured paint, cut three 32” lengths and attached them to a base, painted them, printed out a sign as I remembered it and stuck it on the center silo, stood the assembly up by an unused spur track between our towns of Menasha and Neenah, and took a Korber power plant that didn't really fit in anywhere else, turned it around and put it in front of the silos. While it still needs a lot of work to make it look like it should, it's there! Now we'll worry about the details and refinements.

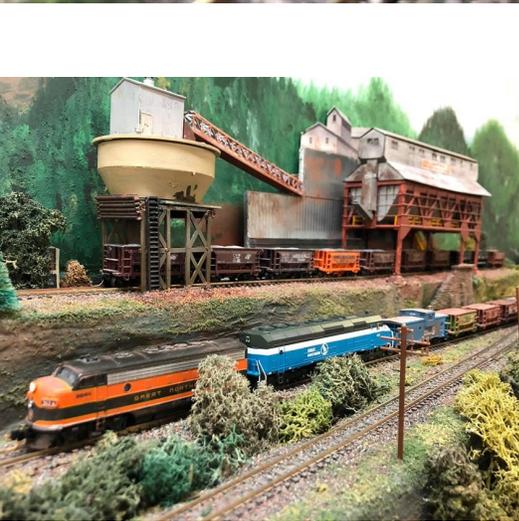
We had a public open house right after installing the brewery, and I was lying in wait for some old timer to walk in, see the brewery and sing out “Hey! That's not how Walter Brothers looked, ya got it all wrong!” whereupon I would put the arm on him, give him a membership application, and enlist his guidance in getting it right. No such luck!

I guess there's a moral to this story: DO something, even if it's WRONG! Once that is done you can refine and tune it to make it better. Don't worry that it's not a perfect scale reproduction of the real thing. That can come in time, but let's get a starting point.

COVID-19 Timetable on the Badger Midwestern

By Paul Hillmer

Note: Paul's been posting photos and videos on the WLD Facebook page, from his Badger Mid Western layout, as he runs his "Virus Operating Session." Here's a few of those photos, but by all means go to the page and enjoy!



① ORE EXTRA
PASSENGER TRAIN
ORDERS

TRAIN NUMBER - PS13/PS14
NAME OF TRAIN - THE LARK
DIRECTION - EAST/WEST
DESCRIPTION - LIMITED ALL
PULLMAN EXPRESS, RUNS
FROM PORTLAND OREGON
TO CHICAGO, TWICE WEEKLY

- ORIGINATES WISCOTA
- CENTURY CITY 10 MIN STOP
- TESSATOWN 2 MIN STOP
- VALLEY YARD

WESTBOUND IN REVERSE

② TWIN CITY TRAMPER PAS



Feature: Amtrak at 50

By Julie Sneider—Progressive Railroading

Note: this article was written before COVID-19 screwed everything up, so take that into consideration.



As Amtrak heads toward the 50th anniversary of its creation this year, the nation's only intercity passenger railroad does so in the best financial condition in its history. The railroad ended its fiscal-year 2019 on Sept. 30 setting new records for ridership and operating revenue, and an operating loss of \$29.8 million, the lowest in its history, Amtrak executives say.

How did Amtrak do it? By cutting costs, growing revenue, improving safety and increasing ridership. The FY2019 performance indicates Amtrak is on track to reach its financial goal of breaking even by FY2021, executives believe. And as they envision the railroad's next 50 years, they're drafting a blueprint for how Amtrak could and should evolve into a modern, intercity passenger-rail service ready to meet the nation's future transportation needs.

The plan, which will be presented to Congress as it gears up to tackle major surface transportation reauthorization legislation in 2020, will address where Amtrak can make the biggest impact, especially outside the Northeast Corridor and in regional shorter-route corridors. It also will propose what Amtrak officials believe the railroad will need in federal support to achieve its goals over the next several years.

Above: One of Amtrak's new Siemens Charger locomotives, which operate on Midwest trains. *Photo courtesy Amtrak*

"Fifty years is a landmark for us, a major achievement and a pivotal point for the company," says Senior Executive Vice President and Chief Operating and Commercial Officer Stephen Gardner. "We approach 2020 thinking about the way that Amtrak can provide even more value and utility across the nation, and how we can continue what has been a pretty remarkable trend over the past decade of growth. We see a period in which passenger rail — and Amtrak in particular — has more to do than we've been able to do in the first 50 years."

Amtrak was established in 1970 by the Congressional Rail Passenger Service Act, which consolidated the passenger service of financially troubled private rail carriers into one quasi-government service. In May 1971, the National Railroad Passenger Corp. began doing business as Amtrak, serving 43 states with a total of 21 routes. At the time, some people believed Amtrak's creation was the federal government's way of phasing out intercity passenger-rail service. By having the federal government take over intercity passenger rail, interest in U.S. rail travel eventually would fade, or so the theory went.

But those who believed the nation's transportation future rested on interstate highways and the airlines were shortsighted: Nearly 50 years later, Amtrak is still chugging along. When announcing the FY2019 financial results on Nov. 8, the railroad's executives touted the op-

(Continued on page 7)

erational and financial improvements made as part of Amtrak's turnaround initiated under former Norfolk Southern Railway leader Wick Moorman, who served as president and chief executive officer from September 2016 to July 2017 and co-CEO until December 2017, and current President and CEO Richard Anderson.

Breaking financial, ridership records

According to preliminary financial results, the railroad reached a record 32.5 million customer trips in FY2019, which was a year-over-year increase of 800,000 passengers; set a record total operating revenue of \$3.3 billion, which was up 3.6 percent YOY; logged an all-time-low operating loss of \$29.8 million, an 82.6 percent improvement from FY2018's loss; and recorded a capital investment of \$1.6 billion, a 9.4 percent increase over the previous fiscal year's budget.

Moreover, the railroad hit some key safety targets, including launching an aviation industry-based safety management system (SMS) and expanding positive train control (PTC) operations.

A former Delta Airlines CEO, Anderson has sought to apply some of the airline industry's business strategies to Amtrak, which has struggled with safety — the railroad experienced several fatal accidents in recent years — and the ability to cover its costs, maintain a state of good

repair, and upgrade its infrastructure and fleet. Among Anderson's first steps was to bring in Chief Safety Officer Ken Hylander in early 2018 to put the SMS in place to address what the National Transportation Safety Board had described as a "weak" and "failing" safety culture at Amtrak.

The SMS now guides every aspect of the railroad's safety program, Anderson told members of the House Subcommittee on Railroads, Pipelines and Hazardous Materials during a Nov. 13 hearing on Amtrak's future.

"Amtrak is the first American railroad to adopt this proven method from the commercial airline industry, and we already see impressive results from the effort, such as a 26 percent reduction in customer incidents, 72 percent

fewer serious employee injuries, a 10 percent reduction in Federal Railroad Administration reportable injuries and a 3 percent reduction in trespasser and grade crossing incidents," Anderson said, according to a transcript of his testimony.

In addition to preventing death and injury, having a strong safety program helps Amtrak save money, says Senior EVP Gardner.

"There is no such thing as a well-run company that is not a safe company," he says. "I think it's no accident that you see improved safety performance and improved financial performance together."

Besides elevating safety practices, Amtrak has embarked on cost-cutting strategies such as tighter headcount management; reducing waste and unnecessary inventory; and improving procurement times, crew scheduling and fuel management. Regarding the latter, Amtrak

saved \$2 million in FY2019 by reducing locomotive idling costs, Gardner says.

Moreover, Amtrak officials attributed capital investments aimed at making passengers happier and more comfortable as a factor in the railroad's stronger financial performance. Investments over the past year included \$713 million in completed state-of-good-repair infrastructure

projects; an extensive refresh of train interiors on the Acela fleet and Amfleet II cars along the East Coast; \$110 million in new technology, including an update to Amtrak's mobile app; improved reliability and performance; and station upgrades.

Another way to attract and retain ridership is by renewing and replacing Amtrak's aging fleet, Gardner says. So, manufacturing continues at the Alstom plant in Hornell, New York, on Amtrak's next-generation, high-speed trainsets for the Acela Express service. The trains are slated to launch in 2021.

Also, in December 2018 Amtrak awarded an \$850 million contract to Siemens Mobility for 75 new locomotives to replace some of the aging national network fleet, and in



January 2019 issued a request for proposals for a new fleet of single-level passenger-rail vehicles to replace the over 40-year-old Amfleet I rail cars.

Other ways Amtrak aims to boost ridership and revenue include new products and services. For example, in FY2019 Amtrak debuted the Acela Nonstop service between New York and Washington, D.C.; launched the Valley Flyer, a state-supported rail service in Massachusetts; added trips on the Northeast Regional and Downeaster routes; and added a Green Bay-Milwaukee Amtrak Thruway bus

service to connect riders with the Chicago-Milwaukee Hiawatha route.

“We are feeling really good about what we’ve been able to accomplish in FY2019, so part of our strategy is to keep the momentum going, keep pushing in all directions,” Gardner says.

Challenges to Amtrak’s progress remain, however, with one of the biggest being on-time performance (OTP). An Amtrak inspector general report issued in October found that in 2018, 46 percent of long-distance trains arrived on time, state-supported trains arrived on time 81 percent and NEC trains arrived on time 78 percent. Improving the railroad’s OTP on each route by 5 percentage points would result in \$8.2 million in reduced costs and \$3.9 million in increased revenue over just one year, according to the inspector general.

Amtrak execs point out that the railroad owns most track along the NEC, which gives it more control over operations. But, they argue, the OTP problem is driven primarily by delays caused by host freight railroads that own most of the lines on which Amtrak operates. Amtrak leaders have long complained that the host railroads often ignore federal law that requires freight railroads to give preference to passenger trains operating on the hosts’ rail lines. (Last month, U.S. Sen. Dick Durbin of Illinois introduced a bill that would allow Amtrak to take the freight railroads to court to enforce the law.)

Host railroads were responsible for about 59 percent of Amtrak delays in recent months, according to the report. Still, the inspector general noted that Amtrak does have

control over other factors — such as late-arriving crews or mechanical problems — that sometimes cause its trains to be late.

“On-time trains has been a long-term challenge and remains a challenge, but it’s one we continue to focus on and try to improve,” Gardner says.

The other big challenge that’s part of Amtrak’s past, present and future is capital funding. Amtrak execs hope the improving financial picture demonstrates to Congress and the public that Amtrak is making wise use of its federal subsidies.

Amtrak received about \$1.5 billion in federal appropriations in 2017 and \$1.9 billion in 2018, according to a Congressional Budget Office (CBO) report.

But even that funding level is just the “tip of the iceberg” in terms of what Amtrak needs to meet its multifaceted mission, Gardner says.



Planning for a new generation

To be sure, Amtrak faces those challenges as it tries to refashion itself to meet the expectations of new generations of riders. The railroad’s new national network plan that’s being drafted for short and long distance services will identify markets that have the greatest potential for new or enhanced intercity rail service, Amtrak officials say.

As part of drawing up the plan, Anderson’s team has met with various states’ departments of transportation and other stakeholders to learn their preferences. Amtrak expects to wrap up the plan next year as part of the the railroad’s request to Congress under the next surface transportation bill.

“Suffice it to say, we see opportunities for growth across the continental United States,” Gardner says. “But there are some obvious places — particularly in the Southeast, the Mountain West and the South — where you see growth in cities and a dearth of Amtrak service.”

For example, in six of the eight major metro areas that have grown the fastest since 1971 — Tampa, Florida,

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Amtrak at 50

...Continued

Atlanta, Denver, Phoenix, Houston and Riverside, California — Amtrak trains stop just one or three days a week.

At the same time, Amtrak spends a big chunk of its federal funding on long-distance trains. In FY2019, long-distance routes accounted for 38 percent of the railroad's national train service operating costs, while carrying just 14 percent of its passengers.

"While [long-distance routes] play an important role in some small communities, they do not meet the needs of travelers in the growing cities and short-distance corridors where they provide the only Amtrak service," Anderson said in his congressional testimony.

Amtrak's plan for the future is sure to disappoint some longtime fans of the railroad, particularly if changes are made to some long-distance routes. But Amtrak execs say the trains have to go where the most people are.

"The need for [rail] service has never been greater, especially in short-distance corridors between major cities that are too far to drive and too short to fly," Anderson said. "All the trends suggest that demand for such service will only continue to grow."

Peoria Rocket Cancelled



Midwest Region Spring 2020 Convention is Cancelled

Dear model railroaders and friends,

Due to the COVID-19 Virus and concern for the attendees, the Executive Committee of the Midwest Region has recommended that the Peoria Rocket 2020 Convention be cancelled. We are sorry for any inconvenience this may have caused.

We have initiated a refund process to issue checks from the Peoria Rocket 2020 for those that have registered and paid to attend the convention.

Thank you for your interest and support.

Peoria Rocket 2020 Committee
Illinois Valley Division
Illinois Terminal Division

Jim Osborn, Webmaster | Midwest Region of the NMRA
Email: webmaster@mwr-nmra.org
<http://www.mwr-nmra.org/>

Fox Valley Division of the NMRA | Post Office Box 1535, Arlington Heights, IL 60005-1535

Idiot Crashes Train

By Emily Rasmussen—Long Beach Press-Telegram

A San Pedro train operator was arrested on suspicion of running a locomotive at full speed at the end of the rail tracks near the USNS Mercy this week, officials said Wednesday, April 1.

Eduardo Moreno, 44, an engineer based at the Port of Los Angeles, was arrested Wednesday morning, the day after a train car came off the tracks in San Pedro, Department of Justice officials said. He was charged on suspicion of one count of train wrecking, officials said.

"Moreno admitted in two separate interviews with law enforcement authorities that he intentionally derailed and crashed the train near the Mercy," the Department of Justice said in a Wednesday statement.

Moreno was not a Port of Los Angeles employee, agency spokesman Phillip Sanfield said, but reportedly was an employee of Pacific Harbor Line, the rail line that works inside the Los Angeles and Long Beach port complex.

The Navy hospital ship came to dock at San Pedro on Friday, to help ease the burden that local hospitals are carrying due to the coronavirus pandemic. Patients who aren't believed to have COVID-19 were expected to be brought by ambulance starting Saturday.

No one was injured in the Tuesday afternoon incident, but the crash caused a moderate diesel gas leak, Los Angeles Fire Department officials said.

When Moreno ran the train off the tracks, the locomotive crashed through a series of barriers before coming to rest more than 250 yards from the USNS Mercy, according to the Department of Justice. Surveillance footage from the scene showed that Moreno also lit a flare from the locomotive's cab, officials said.

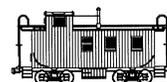
After the train came to a stop, Moreno fled the scene, but a nearby California Highway Patrol officer, who witnessed the crash, took him into custody shortly after, the Department of Justice said.

When the officer had him in custody, Moreno allegedly told him "You only get this chance once. The whole world is watching. I had to. People don't know what's going on here. Now they will," according to the Department of Justice.

The FBI's Joint Terrorism Task Force and Port of Los Angeles Police are leading the investigation.

In an interview with police, Moreno allegedly said the hospital ship was suspicious and believed it had an alternate purpose related to COVID-19, such as a "government takeover," the Department of Justice said.

Moreno could face up to 20 years in federal prison for the train wrecking charge.



Team Track

Division Officers *(pending election results)*

Andy Dorsch	Superintendent
Mike Ostertag	Asst. Superintendent
Scott Payne	Paymaster
Vern Ehlke	Chief Clerk

Board of Directors *(terms thru 04/2020)*

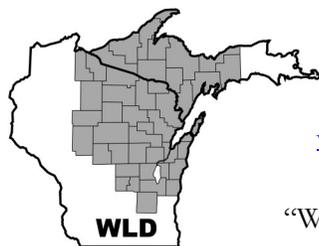
Division Officers (above) PLUS:

Wally Rogers	Joe Lallensack
Dave Nitsch	Todd Bushmaker
Dave Allen	Mary Eiden
Mike Eiden	Phil Herman
Chris Heili	Rich Hopfensperger
Jason Hethke	Paul Mastalir

Committee Chairs

(Asst. Supt.)	Property Manager
Todd Bushmaker	Whistle
Marv Preussler	Achievement Program
Wally Rogers	Membership
Phil Herman	Clinics
(At-will, current meet)	Convention Chair
Paul Mastalir	Company Store
Scott Payne	Operating Sessions
David Allen	Model Contest
Joe Lallensack	Photo Contest
Vern Ehlke	Technology
Paul Hillmer	Social Media
Michael Eiden	Webmaster
Rich Hopfensperger	Hobby Shop/Model Club Liaison
Paul Mastalir / Mike O.	Scout Coordinators
(At-will Volunteers)	Financial Review

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"

Timetable

Please note that these events are subject to the fluid COVID-19 situation. Check with each individual event.

- June 20** WLD Board of Directors meeting *via teleconference*
- June 20-21** Strawberryfest Train Show
Waupaca, WI
www.wamrltd.com
- October 3** WLD Fall Meet
Best Western Bridgewood, Neenah
- Nov 14-15** Trainfest
State Fair Park, West Allis



Introducing the best deal in model railroading.

Join the NMRA for 9 months for just \$19.95!*

- Get discounts from free shipping to 20% off (or more) from manufacturers of all sizes who've partnered with the NMRA
- Contact other NMRA members anywhere in the world for layout tours, train chat or even op sessions through our Model Railroad Directory
- Get access to more than 20,000 photos, slides, plans, drawings, paint schemes and more with the NMRA Online Archives
- Receive 9 monthly issues of *NMRA Magazine*
- Receive reduced rates on layout or collection insurance
- Take part in programs like Modeling with the Masters, the Achievement Program, Estate Counseling, contests, clinics, and more!
- Attend events at your local Division or Region

Sign me up!

Fill out this form and include your payment.
U.S.: Send \$19.95 (U.S.) to NMRA-RailPass Membership, P.O. Box 1328, Soddy Daisy, TN 37384
Canada: Send \$19.95 (Cdn) to NMRA-Canadian RailPass Membership, Registrar NMRA Canada, 9-6975 Meadowdale Town Center Cir., Suite 405, Mississauga, ON L5N 2V7

Name _____
 Address _____
 City/State/Zip _____
 Phone (____) _____
 Email _____

Check Credit card

Credit Card # _____
 Expiration _____ Security Code _____
 Signature _____



**So much bang.
So few bucks.**

*RailPass offer is for new members and those who haven't been NMRA members for two years or more. Individuals can join at RailPass rates only once. Membership renewal will be at the regular membership rate. RailPass members can attend conventions and participate in contests, but cannot vote or hold office.

Waupaca Area Model Railroaders Waupaca, Wisconsin

Hosts the 31ST ANNUAL (FREE!) STRAWBERRY FEST TRAIN SHOW

*In conjunction with the Waupaca Historical Society
and Waupaca Area Chamber of Commerce*

Saturday, June 20 - 9 AM to 5 PM & Sunday, June 21 - 10 AM to 3 PM

**Waupaca Recreation Center, 401 School Street
at the intersection of School, State & Badger St**

Two Gyms – Of Railroading & Family Fun

- Operating Model Railroad Layouts
- Thomas the Tank Engine and Chuggington Friends
- Hobby Shop Dealers and Vendors
- Swap Meet (hobbyist sale tables)
- Great Food & Strawberry Short Cake



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