

THE WINNEBAGOLAND WHISTLE

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

VOLUME 50, ISSUE No. 1

SPRING 2017

Why is the track gauge 4' 8-1/2" wide?

Because it is the mean distance between the neck and ankles of damsels in distress.

COVER PHOTO:

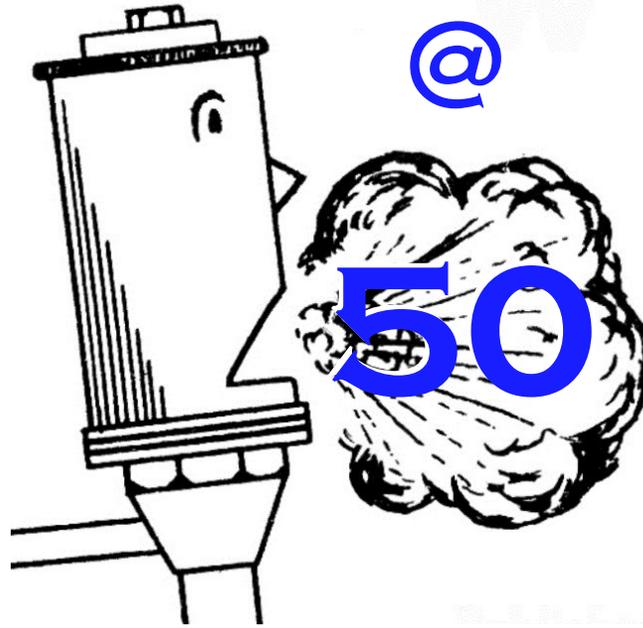
January 1968 marked Volume 1, Issue 1 of the WinnebagoLand Whistle.

FJ Wiener from Fond du Lac was the first editor; Stanley Bye the Division superintendent.

From those humble beginnings came fifty years of bringing the activities of the Division to its membership, as well as model railroad and train-related news of the day, modeling and railfan articles, relevant advertising, directories of clubs and hobby shops, and some irreverence.

Congratulations, Whistle!

THE WHISTLE



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Superintendent's Report

By John Leow

Now that my oldest son has graduated from High School and has gone off to college, I've had the itch to start modelling again. He was our "busy child", active in baseball and hockey, the one my wife and I joked could always find a way to screw up our calendar. While things have slowed down a bit, my younger son is moving into the "busy child" mode, albeit in band and other arty pursuits. But we still have whole blocks of time available now, so I finally got back into my workshop to do some work.

The first order of business was to dig out my workbench, which had become buried under a pile of "stuff" – basically things that had no obvious home, or whose home was buried under other "stuff". So this step took a while, as it entailed some reorganization of the entire train room.

I decided I should start off with some "easy" kits, just to get my hand back in, so I picked a Jordan Mack truck kit. Jordan kits are famous for their delicate die work, and this one is no exception. It did take some time for me to regain my touch. I dropped the freshly painted cab into a pile of sawdust, and prepainted some parts that made later assembly difficult. I also deformed the stake bed with a hairdryer while drying some weathering washes. Nevertheless, the kit finally went together. A Woodland Scenics dumptruck and a Campbell Model T followed, each one going together easier than the last.

(Continued on page 2)



Superintendent's Report

(Continued from page 1)

I finally decided to tackle one of the many kits hiding under my benchwork (like all model railroaders, I'm a bit of a packrat, and have a small hobby shop in my basement.) I decided on a Durango Press kit for a Westside Lumber snowplow. A craftsman kit, yes, but a small box with lots of pre-cut parts. Should be a piece of cake. Well, the Devil is in the details, as they say. Sure, the pre-cut parts went together fine, but then there's all those small detail parts..... It doesn't help that I can't leave well enough alone, and replaced or refabricated kit parts. But I hung in there and got it finished, and I'm pleased with the results. Next on the list – complete the five or so other unfinished projects cluttering up my workbench.....

I relate this story because one reason for building some models was that I wanted to bring something to the Spring meet in Plymouth on May sixth. I'll enter the snowplow in the contest, and put the vehicles in the Modelers' Showcase. I know there is at least one other Marquette modeler bringing models, and I strongly encourage others to bring entries, too. It's a great way to get your models critiqued in a way that will help you improve your modelling. And don't forget the Photo Contest. Dig out all those great pictures and bring them along, too! It's the Division's annual meeting, so it's important for you all to attend. Look for the meet registration form elsewhere in the Whistle.

The Titledown Train Show is also coming up at the end of April. The Division is planning on having a bigger presence at this year's event, so please consider volunteering to help out in the booth in you can. And mark your calendars for the Fall Meet in Sheboygan. Watch for more details.

See you all in Plymouth!



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Editor's Note

By Todd M. Bushmaker

Fifty years ago we hadn't landed on the moon yet, the Beatles hadn't yet broken up, and my parents were still dating. Also the WinnebagoLand Division didn't have a newsletter! I have the distinct honor of piloting this publication during its fiftieth year of production, so as such we'll spend this year looking back through the history of the Division and the Whistle, and the people that made it tick. We'll also see what lies ahead.

Since I missed at least half of that history, I'll be relying on you, the readers, for tidbits and anecdotes, photos, and stories to present in these pages. I'm sure there are some fun and colorful things from the collective memory of this group, to say and show within. I'll be working with the Soo Line archives in particular, since they have a treasure trove of actual Whistle issues, but please, contributions people! This should be a lot of fun.

Right now I'm in the thick of final preparations for the Titledown Train Show, as usual. The WLD will be front-and-center, not only because this is YOUR show, but also because we need YOU to be this region's model railroading ambassadors. Please, volunteer! Particularly if you enjoy engaging with the public and want to nurture the future of our hobby, we need YOU to proselytize at the show. Let me, John, or any one of our officers and board know how you'd like to participate; we will find a way to include you in this great event!

Unfortunately, the Midwest Region Convention is the same weekend as TTS this year. While I don't want to dissuade anyone from going to Rockford, because I'm sure it will be an excellent convention, at the very least think about splitting your time if you can (they get started on Friday). The reality is there is only so much time on the calendar for all the events during the year, and most model railroaders have other interests too (for my family it's camping). We have managed to schedule away from each other for most of TTS' history but this was bound to happen eventually.

Lucky for you though, the Division's Spring Meet is not until the following weekend, May 6, so make sure to keep that appointment in Plymouth on your calendar... those folks have a great schedule lined up, plus a brat fry! Then there's glorious summer to follow when we can all get a little sun and do some railfanning.

Remember to send me your best material and memories from the Whistle's first 50 years, and see you at TTS!

Until next time, *keep on trainin'!*

- Todd (tbushmaker@sbcglobal.net)

Meet Your Board

Scott Payne is currently Paymaster of the WLD

So what is the story behind my passion for model railroading? We all have one, each unique yet many times there are similar threads running through our stories. Yes, I had a Lionel O gauge train back in the 1950's. I still have it, but it's not in good shape. I played hard with it and it shows. I also had a few HO gauge pieces, but I never did much with them. I didn't build a "real" layout until the late 1970's, story to follow.

I spent over 35 years in manufacturing and moved around the country a bit with job transfers, Illinois, North Carolina, and then Wisconsin. I now live in Sheboygan with my wonderful wife, Dianne. We have three children and two grandchildren. In 2005, we built a house, and as we call it, "the last house before the home". I made sure it had a suitable basement for a layout. We are now both retired and loving it.

Well, I did get back into model railroading and here is how. After college, I drove a truck delivering goods around northern

Illinois. Our warehouse was in Byron, Illinois, alongside the Milwaukee Road's mainline from Chicago to Savanna, IL. The warehouse had a siding and I got to see the equipment up close. I paid attention to the railroads in my area: the Milwaukee Road, Chicago and North Western, Burlington Northern and the Illinois Central Gulf. As my interest in trains was growing, I saw an article in the local paper about a traveling model train layout that was coming to town. It was about 1978 or 1979 and Model Railroader magazine's project railroad, the "Clinchfield", an N-scale pike designed by Gordon Odegard, set up at the community center. That scale was uncommon in those days and here in front of me was a well designed mountain coal hauling railroad with a unique design, which inspired my brother in law and I to start building a layout.

While building a series of layouts, I was introduced to model railroad layout operations on Randy Garnhart's Chicago and Great Western layout. This was another milestone in my model railroad journey. Here was a large layout designed for operations a subject I only knew through articles in the model railroad press. I learned about yard functions, wayfreights vs. throughfreights, car cards and waybills, dispatching, etc. I went home that night and started adding what I learned to my small bedroom sized layout.

I moved to Charlotte, North Carolina as result of a job transfer, and there, built a modular layout based on the Cat Mountain and Santa Fe of David Barrow. That layout moved with me to Racine and then to Sheboygan.

In 2007, I started on my current layout. It is an operations based layout based on the CNW's Central Division in the 1970's. It has come a long way since then and I enjoy working on it every day. I became involved with the NMRA shortly thereafter and I am a member of the Board of Directors and I am the Paymaster (Treasurer). I enjoyed the WLD's Fall Operating Sessions so much, that I volunteered to coordinate them. It has been a long journey, but truly enjoyable and I have a hobby for the rest of my life.



Scott's the one not in the cab!



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The Whistle at Fifty

On the next two pages are excerpts from the very first Whistle, back in 1968; here we have the front and back pages including the address panel. The US Postal Service had just raised the price of a first-class stamp to six cents in January 1968.

For those WLD members under 40, no this was not created with some retro desktop publishing software; it was called a "typewriter"! Scans courtesy of SLHTS.

Notes From an Old M R: "When gluing or painting projects, I work on an old telephone book. Upon completion of the particular job I merely tear out the soiled page and have a clean work surface again.

If you encounter difficulty in controlling the area over which you want to solder, try rubbing the graphite from a soft lead pencil over the part of the surface that you want the solder to stay away from. Solder will not adhere to this area."

Send in want-ads, swaps, anything of interest to members. Perhaps you would like to know the meeting nights of various clubs. Information please. We'll be waiting to hear from you! Write to the editors:

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Mt. Rt. #30
Fond du Lac, Wisconsin

THE WINNEBAGOLAND WHISTLE
Winnebago Division
Midwest Region
NMRA

TO: FILE COPY

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W I N N E B A G O L A N D

W H I S T L E

Vol. 1

January 1968

No. 1

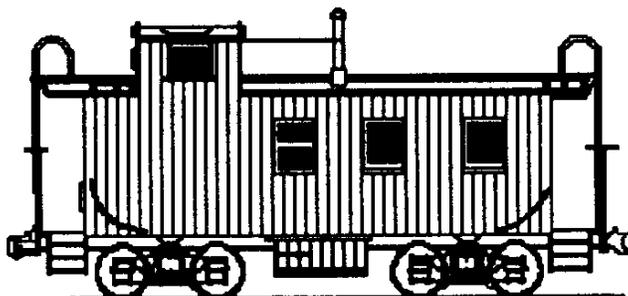
Welcome to the Winnebago Whistle, a newsletter for all who are interested in model railroading. We hope to provide interesting and informative shorts on the members of the various railroad clubs in our Winnebago, lists of hobby shops in the territory a scheduled events column, and anything to fill the needs not now being met by the periodicals being published. This newsletter is being sponsored by the Winnebago Division of the Midwest Region of the National Model Railroad Association to reach all interested in model railroading.

We would like to call your attention to the 11th. Annual Oshkosh Model Railroad Club contest to be held on May 11 this year. There will be more information later, but start working now and fill up the contest shelves. The judges need a good workout!

Name the railroads! Stump the experts! Who has the Penokee, Grandview and Winnepeg -- the "Penokee Hills Route"? The "Route of the Tapping Key" -- the Dot and Dash RR has who for president? Send in the name of your railroad and see how many are familiar with your line.

Photo Bugs! Have you been lucky enough to get a picture of the Duluth, Missabe & Iron Range diesels hauling trains over the Soo Line on their way to the Bessemer & Lake Erie for the winter? If you missed them, perhaps you can catch them on their return trip in the spring.

Patronize your local hobby shop. For a starter, we have Pope's Hobbyland in Wausau and Friess Hobby Studio in Fond du Lac.



The Whistle at Fifty

These interior pages list clubs in the 1968 boundaries of the WLD, some of which still exist today. Along with the Board roll call, how many of these names look familiar? Emory and Larry are still quite active, and Don Manlick sadly just passed a couple of years ago before the 2015 MWR convention in Manitowoc.

And there's Jerry Nichols, namesake of the WLD's annual award for distinguished service.

If you are not a member of a local model railroad club, here is a list of clubs within the Winnebago-land Division.

1. The Clipper City Model Railroad Club
Larry Echn, President
3310 Michigan Ave.
Manitowoc, Wisconsin
2. The Fond du Lac Model Railroad Club
James Nelson, Secretary
711 East Pioneer Road
Fond du Lac, Wisconsin
3. The Marinette & Menominee Model Railroad Club
Bill Oeder, Section Foreman
1602 Parnell Street
Marinette, Wisconsin
4. The Neenah-Menasha Model Railroad Club
Larry Easton, Secretary
568 Oak Street
Neenah, Wisconsin
5. The Oshkosh Model Railroad Club
Marv Haller, Secretary
Route 1, Box 235
Oshkosh, Wisconsin
6. The Paper Valley Model Railroad Club
A. L. Ayers, Secretary
826 East Winnebago Street
Appleton, Wisconsin
7. The Valley Shortlines Association
Russell Brockmann, Agent
966 Reddin Avenue
Neenah, Wisconsin
8. The Wisconsin Valley Model Railroad Club

Ralph Wehlitz, Secretary
1403 East Eighth Street
Merrill, Wisconsin

9. The Green Bay Model Railroad Club
Ned Millard
3820 South Clay Street
Green Bay, Wisconsin

Any club would be happy to see some new faces and assist them in the hobby. If there are other clubs that we do not know about, please inform us.

May we introduce Donald Manlick. He and his wife Delores live at 2127 South 11th. Street, Manitowoc, Wisconsin. He models in HO, has a large interesting layout, exchanges passes and visitors are welcome. We are very proud of Don, as he is the recent recipient of the Achievement Certificate of Master Builder-Structures. His work is a joy to behold and his perfection is worth striving for by all of us. Congratulations Don! Incidentally, Don is a real railroad man - he's a switchman for the Chicago & Northwestern RR.

Who are the officers of the Winnebago-land Division at present? Well, lets see how many of them you know.

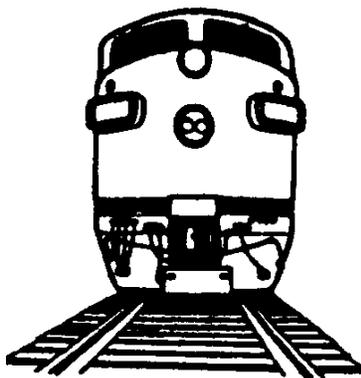
Superintendent
Asst. Superintendent
Secretary
Treasurer

Stanley Bye
Ed Flanner
Don Manlick
Greg Fell

membership chairman
convention chairman
achievement awards
publicity chairman

Emory Luebke
Larry Easton
Jerry Nichols
Stanley Bye

Directors: Al Ayers, Emory Casper, Joe DeGroot
Bill Oeder and Wes Foshay



CNW 1385 Restoration

By Barry Adams, Wisconsin State Journal

Reprinted from the Wisconsin State Journal, Feb 19, 2017 edition.
Photos by John Hart, WSJ.

TOWN OF SPRINGFIELD — When Steve Roudebush and Bruce Grill agreed to help restore a 1907 steam locomotive, they figured their portion of the project would take about 14 months.

The initial plan was to repair the chassis and running gear in their machine shop and ship the project somewhere else for it to receive the boiler, cab and firebox. Once assembled, it would return to Mid-Continent Railway Museum in North Freedom to serve as a major draw for the tourism attraction.

That was nearly four years ago.



The bulk of the work has stayed in the SPEC Machine shop north of Middleton on Riles Road, Grill has retired but the end of the \$2 million project may finally be in sight.

And if the schedule stays true, the locomotive, that years ago pulled the Great Circus Train, may be belching steam and pulling passenger cars by next summer through the wooded, rolling terrain of Sauk County.

“We have a lot to do but a short time to do it in,” Roudebush, 53, said last week. “I don’t even want to know how many hours I’ve put into this. My invoices don’t reflect half of it but it’s been a passion.”

And one of the biggest and most expensive projects for the locomotive is about to begin.

Steel will be cut beginning this week at Continental Fabrication in St. Louis, where the 30-foot-long and 68-inch-diameter boiler will be built. Other steel from the company will be cut and shipped to the Tennessee Valley Railroad Museum in Chattanooga, Tennessee.

That’s where Gary Bensman, who founded Diversified Rail Services in 1979, will use a 1920s-era fabrication machine to bend steel up to three-quarters-of-an-inch thick to create the 30,000-pound firebox that measures 9-foot long, 6-foot wide and 7-foot high.

When the firebox, used to heat water in the 10,000-pound boiler, is completed, it will be shipped to St. Louis, attached to

the boiler and the whole works, valued at \$700,000, trucked to SPEC Machine to be placed on the locomotive’s chassis.

“It’s a complicated process with lots of parts,” said Bensman, whose company specializes in locomotive rebuilds. “The fit of it at the firebox on the frame, the basic form of the fire box, the size of it, the fit of the cab on the boiler, the fit of the boiler at the front of the cylinders is all the same (as the original), it’s just little details that are different.”

But the work isn’t being limited to the locomotive. Roudebush is spending \$80,000 of his own money for a 1,500-square-foot addition to his machine shop that will also include an 18-foot-high overhead door. Once completed, 50 feet of railroad track will be built to roll the chassis out of the existing shop where this summer a crane will lift the chassis and drive system onto a different set of tracks that lead into the new addition.

The expansion will provide adequate space for the No. 1385 and more work space for future steam engine and locomotive projects planned by Roudebush, who is still doing other jobs for his business.



“It’s something not many people can say they’ve done,” Roudebush said of the locomotive project. “My day starts at 4:30 in the morning and usually is done around 6:30, 7 o’clock at night.”

The locomotive, built in 1907 by the American Locomotive Co.’s Schenectady Works in New York, was a workhorse for the Chicago & North Western Railroad from 1907 to 1956. When it was retired, Mid-Continent members in 1961 scraped together \$2,600 to purchase the behemoth.

Beginning in 1963, the locomotive pulled cars on the museum’s 3.5 miles of track and in the mid-1980s, pulled Circus World Museum’s Circus Train for three straight summers from Baraboo to Milwaukee and back.

In the 1990s, the locomotive made trips on the mainline to Brodhead, Mazomanie and Wausau.

(Continued on page 7)

CNW 1385 Restoration

By Barry Adams, Wisconsin State Journal

(Continued from page 6)

It was taken out of service in 1998 for what museum officials thought would be \$125,000 in boiler repairs. A closer inspection revealed the engine needed a complete restoration that is now being paid for through donations and grants. The locomotive is considered vital for the future of the Mid-Continent museum, located west of Baraboo, that is focused on railroad equipment from between 1885 and 1915, when steam locomotives moved 90 percent of the nation's passengers and freight.

When completed, the 1385 will become the only operating C&NW steam locomotive in the country and one of only eight that have been preserved.



SPEC has hosted open houses each of the last three years on the same weekends as the Mad City Model Railroad Show & Sale but this year is skipping an open house to focus on completing the project. Plus, for the casual observer, the 40-foot-long chassis, with its three sets of 63-inch-diameter drive wheels, one set of which weighs 15,000 pounds, looks about the same as it did last year at this time.

Over the last year, the 10,000-pound front-wheel trucks have been installed, and the eccentric blades and straps used to drive the pistons and crosshead slides used to guide the pistons have all been refurbished. Bearings have been installed, the cab has been delivered and, recently, 125 members of the state Historical Steam Engine Association visited.

"There are a lot of things that are finished and back on the engine," said Peter Deets, a volunteer with the museum and the last person to fire up the locomotive's engine before it was taken out of service in 1998. "It's a far cry from where we were two years ago."

Projects that will be undertaken in the next year include refurbishing brakes, installing pistons, rehabbing the 3,000-pound superheater header used to collect and transfer steam, and refurbishing the dome that holds sand used to improve traction. Roudebush expects the firebox and boiler to be delivered

by June, which means he could be testing the locomotive in his shop this summer.

"We will steam it up here," Roudebush said. "There's been a lot of parts and pieces."

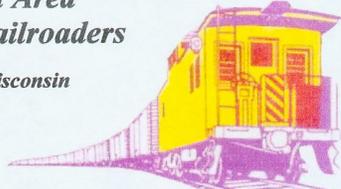


Brett Morley, who came to the U.S. from Australia 17 years ago for a job at Uniek in Waunakee, is now president of Performance Engineering in Waunakee. He has been involved with the design of the boiler and has worked with Roudebush on other projects, including fixing the bell supports in the three-bell tower at St. Peter's Catholic Church in nearby Ashton.

The locomotive project offers a unique opportunity for Morley, even though he works in a business where different projects come through his door on a daily basis.

"We want this boiler to resemble the old boiler as much as possible," Morley said. "There's this old-world technology but also applying a lot of new-world technology in the fact that there's a lot of computerized input going into this. But when it comes to the nuts and bolts of this it comes back to doing things the way they were doing it 100 years ago using the same equipment and same technologies."

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West Bend Railfest

This will be the last summer of David Gehrke's "West Bend Railfest"! Dave's wife JoAnne sadly passed away this winter after a long (and sometimes mysterious) illness; she was his enthusiastic partner for organizing the Fest, their popular train rides at hobby shows (like TTS), and their frequent cross-country Amtrak trips.

If you have never seen their house and yard before, take the time to visit this July if you can. The yard next to the ex-CNW Eisenbahn State Trail has been transformed to accommodate their large-scale trains, and the garage is Dave's workshop for the West Bend Railcar Shops where he manufactures these trains from scratch for himself and many clients all over the country.

Dave and his crew will be making a stop at TTS once again this year to offer train rides in the courtyard. He has become a welcome friend and we wish him well.



West Bend Railfest
2017
July 15th & 16th
11:00 am – 4:00 pm both days

At the Gehrke's House
501 Croucus Ct., West Bend, WI
262-335-2875

David has G scale track on a layout that features ponds, a trestle, and JoAnne's gardening talents.

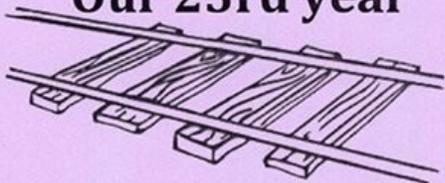
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Directions are on the back.

Our 23rd year



UP Steam

By Hayley Enoch at Trains Mag

DENVER — Union Pacific's only operating steam locomotive will head out three times by summer.

Ed Dickens, UP senior manager of heritage operations, tells attendees at the Rocky Mountain Train Show that the UP 4-8-4 No. 844 will be traveling to Boise, Idaho, and that the locomotive would likely travel to the College World Series in Omaha, Neb., in June and the Frontier Days train to Denver in July. The dates, routes, and other details for both events are still in the planning stages, Dickens says.

Since returning to service after an extensive overhaul carried out between 2013 and 2016, No. 844 has made two excursions to Denver and Memphis, Tenn. Dickens says for the time being, No. 844 won't have an extensive excursion schedule: Taking the locomotive out on the road takes the heritage team's efforts away from restoring Big Boy 4-8-8-4 No. 4014, the largest North American steam locomotive to see a restoration effort.

Dickens tells his audience that the UP steam team has made steady progress on the 4014 since the Memphis excursion concluded in October. In December, the team lifted the boiler and separated the front engine from the frame. Since then, the team has disassembled the running gear, fabricated new parts for the valves and other components, and began repairs and improvements to the firebox.

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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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Joe Lallensack	Photo Contest Chairman
Mary & Michael Eiden	Co-Webmasters
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!



www.wld-nmra.com

Facebook:

“WLD Division, NMRA”

On the Ready Track

- April 8** WLD Board Meeting
SLHTS Archives, Appleton
- April 28-30** Midwest Region Convention
Rockford IL
<http://2017mwrconvention.com/>
- April 29-30** Titledown Train Show
Green Bay
www.ttsgbllc.com
- May 6** WLD Spring Meet
Plymouth, WI
- May 5-7** Clipper City Spring Train Show
Manitowoc
www.clippercitymodelrailroadclub.org/
- May 18-21** CNWHS Annual Convention
Rockford, IL
<http://www.cnwhs.org/convention.pl?>
- June 17-18** Strawberry Fest Model Rail Show
Waupaca, WI
<http://waupacamemories.com/event/strawberry-fest/>
- June 22-25** MRHA Convention
Ames, IA
<https://www.mrha.com/convention.aspx>

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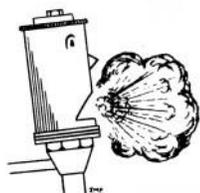
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NMRA WINNEBAGOLAND DIVISION 2017 SPRING MEET



Saturday, May 6th Plymouth, WI

Hosted by The Plymouth Model Railroad Club

FEATURING THE BIG BRAT FRY LUNCHEON!

Don't miss this entire day of model railroad related fun at the WLD Spring Meet

- 4 great clinics to improve your modeling knowledge and skills!
- Make some cash! Reserve a swap table to sell your unused railroad items.
- Spend some cash! Shop for unique railroad items at the swap tables.
- Show off your work! Bring your models and photos to display or to be judged in the NMRA contest format.
- WLD Annual Meeting at Noon.
- *Old Fashioned Plymouth Brat Fry* for lunch. 10:00 am to 1:00 pm Graze at your leisure ☺
- Afternoon Layout Tours! See some great layouts of the Plymouth Model Railroad Club members.

**It's all happening at The Plymouth Arts Center on May 6th.
520 E. Mill Street, Plymouth WI**

CLINICS and PRESENTERS

WSOR Rebuilding the Plymouth Line – *John Winter*
 Moving the Plymouth Club Trestle – *Peter Turk & Ron Merriman*
 Modeling the Uniformity of the Prototype Structures right of way – *Ken Hojacki*
 The Frugal Modeler – *Roger Hildebrandt*

SCHEDULE OF EVENTS

Registration	8:00 - 11:00
Swap Tables and Displays	8:00 - 12:00
Model & Photo Contest	8:00 – 11:00
Clinics	9:00 – 11:30
WLD Annual Meeting	12:00 – 1:00
Home Layout Tours	1:00 – 5:00

Lunch will be an outdoor Brat Fry next to the building. Food sales run from 10:00 am to 1:00 pm. Stop out whenever you get hungry and grab a Brat or Burger. Side dishes, condiments and drinks will also be available.

----- CUT HERE -----

PRE-REGISTRATION FORM - Must be received by April 25, 2017

Name: _____ Address: _____
 City: _____ State: _____ ZIP: _____ e-Mail: _____

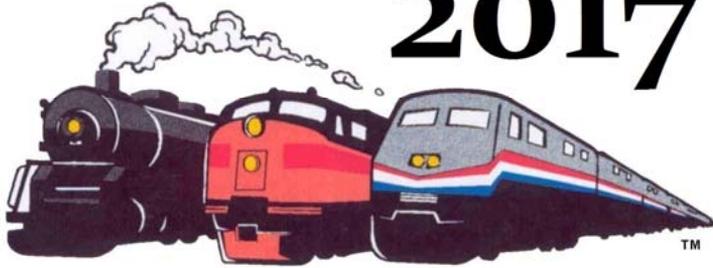
Meet Tickets (NMRA Member) (\$10 each): _____
 # Meet Tickets (Non-Member) (\$15 each): _____
 # Swap Tables (\$5 each): _____

Return this form and payment to:
Lynn Jasch, WLD Registrar
1850 Adler Way
Green Bay, WI 54303

Total Cost: _____

Make checks payable to: **WinnebagoLand Division.**

TITLETOWN TRAIN SHOW™ 2017



April 29th & 30th, 2017

Saturday: 9 am - 5 pm

Sunday: 10 am - 4 pm

Shopko Hall

(Brown County Veterans Memorial Complex)

1901 S. Oneida St., Green Bay, WI

Northeastern Wisconsin's Premier Show!

*Dozens of Vendors & Shops Hourly Door Prizes
Model Contest Kids Activities Free Train Ride
Operating Layouts in Multiple Scales
Model Kits, DCC, Toys, Books, Videos, Antiques, etc.
42,000+ square feet of Nothing but Trains!*

For information about the show,
contact us at: (920) 217-5318

www.titletowntrainshow.com

e-mail: info@tts.gbllc.com



Facebook: Titletown Train Show



WBAY-TV



Playing with Trains for 16 Years!

REGISTRATION FEES - 2017 C&NWHS ROCKFORD MEET

Rockford, IL – Thursday, May 18 through Sunday, May 21

Complete Meet (C&NWHS Member) \$197 x ____ persons = \$_____

For members AND non-rail registration for members' spouses

Complete Meet (For Non-C&NWHS Member) \$207 x ____ persons = \$_____

Meet Only Fee: This is if you are only attending the events at the hotel (no bus trips, no meals)

AND have NOT registered for the full meet. \$30 x ____ persons = \$_____

Banquet only or additional Banquet tix \$40 x ____ persons = \$_____
(meet fee not required)

Extra Fare "KD" Line Remnant Trolley Ride \$10 x ____ persons = \$_____
(Sunday around noon - meet fee not required – minimum of 20 riders needed for this to be a "go")

TOTAL COST \$ _____

Please choose one each of the following items FOR EACH PERSON registered for the banquet:

10oz Prime Rib _____, Risotto Stuffed Chicken _____, Pesto Primavera _____

NON-RAIL REGISTRANTS - Please choose a bus tour for each day:

Friday: Area Railroad Hotspots _____ OR Non-Rail trip to Nicholas/Anderson Gardens _____

Saturday: All Day IRM Trip _____ OR Non-Rail trip to Midway Village/Market, then IRM _____

Will you be participating in the "Beautify a Birdhouse" event Thursday evening? _____

Will you be participating in the "Mixed Media" project Friday evening? _____

ADD-ONS RSVP'S (both free, freewill donation accepted at picnic):

Count me in for the Thursday Rochelle Railroad Park Picnic: _____ attendee(s)

Count me in for model railroad operations taking place Sunday from 11am-3:30pm: _____ attendee(s)

Name _____

Address _____

City, State, Zip _____

Phone _____

E-Mail Address _____

Name(s) for badges _____, _____, _____, _____

Credit Card Payment: VISA _____, MC _____, Discover _____

Card Number _____

Expiration Date ____ / ____ and 3 Digit CVCC Code _____

Please send completed registration with payment to:

John Berg – Meet Registrar

1638 Gilmore Ave.

Winona, MN 55987

507-429-2922

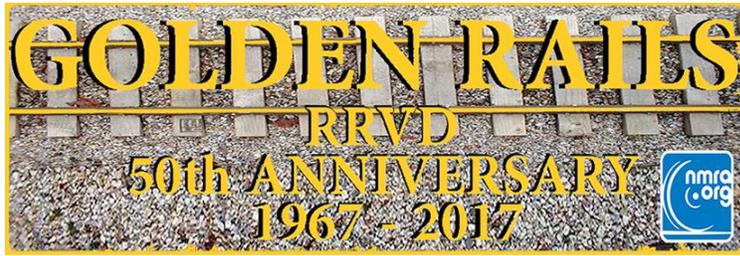
jberg@hbc.com

Make checks payable to: C&NWHS

Please mail registration & payment by May 2nd,

after May 2nd, E-mail registrar and pay at meet.

Rock River Valley Division



HOLIDAY INN ROCKFORD, IL
APRIL 28, 29 & 30, 2017



Welcome to RRVD – Golden Rails

The members of the Rock River Valley Division would like to celebrate the 50th anniversary of our Division with you. We are hosting the 2017 Midwest Region Convention with layout tours featuring many great railroads in our Division, operating sessions on some fine layouts, numerous clinics - some yet to be confirmed - which will include some well-known clinicians, a silent auction (bring items to sell), a photo and model contest, a few great non-rail activities showcasing the Rockford area and a not-to-be missed banquet program by Randy Garnhart and Jerry Pyfer.

The convention will be held at the Holiday Inn located west of Interstate 90 and north of Business U.S. 20 (State St.) at 7550 East State St in Rockford, IL. The Holiday Inn is only 60 minutes from O'Hare airport. The hotel also has an indoor pool, Jacuzzi, fitness center and free Wi-Fi service.

The Holiday Inn has reserved a block of rooms and is offering a special convention room rate of \$99.95 (mention NMRA-RRVD). Reservations can be made by calling the Holiday Inn front desk at (815) 398-2200 or 1-800-315-2621. You may also reserve via the Internet at [National Model Railroad Association](#).

Clinics

We are lining up some very fine clinics this year. Several clinics will be offered twice. As we go to

press, the following clinics have been scheduled:

Cody Grivno (*Model Railroader* magazine)

- TBD

Randy Garnhart

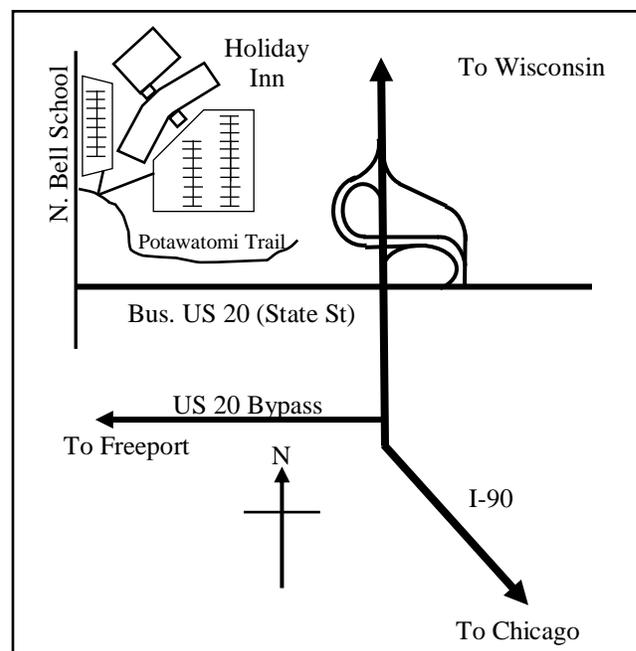
- How to Design your Model RR for Realistic Operation
- Realistic Operation of Your Model Railroad

Jerry Pyfer

- Chicago North Western – KD Line

McKeegan Curran (Nat'l Conv clinician)

- Teenagers: The Next Generation



Friday Night Operating Sessions

There will be three layouts open for Friday night operating sessions:

1. Toma, Onalaska & Western (TO&W); HO; Double decked; 2 staging yards, lots of industrial switching in 5 towns; Digitrax; 12 operators
2. Chicago & North Western (CN&W); West Chicago, IL to Clinton, IA; HO; double decked; 1950's; steam; 12 operators
3. Toledo, Peoria & Western (TP&W); HO; double decked, lower level is Peoria, IL, upper level is Effner, IN to Fort Madison IA; a lot switching and interchange with other railroads; 1960's; 15 operators

The operating sessions will be limited to the first 39 operators who register. Indicate your layout preference and the Registrar will make every attempt to get you to the one you want. A waiting list will be established for registrants who don't make the cut. You will be notified of your assignment when you check in at the Registration desk.

Layout Tours

We have layout tours planned for Saturday afternoon, and Sunday afternoon. There will be a number of layouts open for your enjoyment as we go to press. About half are fully scened. Most layouts are diesel; some are steam.

Convention Mug

All attendees will receive a commemorative RRVD - Golden Rails Convention Mug.

Non-Rail Activities

The Klehm Arboretum – provides a uniquely wonderful place to enjoy a beautiful natural landscape. With quiet space for contemplation, another for horticultural demonstration, and another designed for child's play; choose the places most intriguing to your personal interest. Klehm demonstrates standards of horticultural excellence through creative displays, collections, and educational programming. Klehm also offers a shuttle from which you can see everything in comfort.

Tinker Swiss Cottage – Robert Tinker's inspiration for the Cottage came during a tour of Europe in 1862, where he fell in love with the architecture of Switzerland. In 1865, Tinker began building his Swiss Cottage on a limestone bluff overlooking Kent Creek. He surrounded his Cottage with 27 acres of trees, vines, winding pathways, flowerbeds, and gardens. A Swiss inspired barn housed cows, chickens and horses. Tinker constructed a suspension bridge crossing Kent Creek, which linked the Cottage with the limestone mansion and estate grounds of his wife Mary Door Manny Tinker. In 1906, the railroad bought the remainder of Mary's estate. At the end of the suspension bridge, Tinker planted elaborate gardens, where passengers could stroll as they waited for the train.

Nicholas Conservatory & Gardens – Wander around inside and outside as you look at all the many different plants and flowers and great gardens; also visit the fish pond. From March to May you can find the Butterfly Exhibit.

Midway Village Museum – Come step back into Rockford's past. The main museum building holds a number of permanent exhibits reflecting Rockford's history and culture, including The Girls of Summer: Rockford Peaches of the AAGPBL. Stroll the grounds and tour the many Rockford area Victorian buildings which have been relocated to the museum.

Model/Photo Contest

Models will be judged in the Master and Novice classes. The Master class is for those modelers who have won a 1st place in the category at the regional level. The Novice class is for those who have not won a 1st place yet. The following categories will be judged: steam locomotives, diesel locomotives, traction, passenger cars, freight cars, cabooses, on-line structures, off-line structures, on-line displays and off-line displays.

The photo contest will include Model and Prototype in Black and White, Color Slide, and Color Print.

And don't forget the Bob Moskal Memorial Award for models and the Mick Grimsby award for best all-around N-scale model.

Auction and Banquet

This year we are planning an evening of super entertainment. Following the banquet buffet, Randy Garnhart and Jerry Pyfer have created a beautiful presentation centered on the 50th anniversary of our division using dual slide projectors and music. This program "must" be seen and heard! The program will be followed by the Awards presentations and the results of the silent auction. Don't forget to bring your own overstocked items for consignment.

Confirmation

Confirmation of Registration will only be mailed to those individuals whose registration materials are delivered to the Registrar by April 21, 2017.

Registration

Use the registration form on the next page or go to www.2017mwrconvention.com to download a form.

Registrar:

Don Brindle

815-874-6095

donbrindle@aol.com

Tentative Timetable

Friday, April 28, 2017

11am – 4pm	Hobo Grill at Rochelle Railroad Park
4pm - 10pm	Registration
7pm – 10pm	Clinics
7pm – 11pm	Operating Sessions
6:30pm – 10:30pm	Hospitality Suite
7pm – 9pm	Contest Entry (Model)*
8pm – 10pm	Auction Entry

*tentative

Saturday, April 29, 2017

7am – 10am	Registration
7:30am – noon	Hospitality Suite
8am – 12:30pm	Clinics
8am – 10am	Contest Entry (photo/model)
8am – 10am	Auction Entry
10am – 4pm	Non-Rail Events
1pm – 5pm	Layout Tours
5pm – 6pm	Attitude Adjustment
6pm – 9pm	Banquet
9pm - ????	Auction

Sunday, April 30, 2017

9am - 11am	MWR Board Meeting
10am – 5pm	Layout Tours

Hospitality Room

The Rockford Club Car will be open Friday night, providing snacks, soda and coffee. Stop by and visit with old friends and make new ones.

Hobo Grill

Friday, April 28th, 2017

11:00am - 4:00pm

Rochelle Railroad Park

The Rock River Valley Division will be hosting a free grill-out to all pre-registered guests. We will be offering brats, dogs, chips and drinks; you sit back and watch the trains go by. You may want to bring a folding chair since there is limited seating. The park includes a gift shop, parking, public restrooms, picnic area, and RR artifacts. A great way to kick off the Convention weekend!

To help us plan for food, please indicate on the registration form if you expect to attend.

Midwest Region NMRA 2017 Spring Convention

“RRVD – Golden Rails” Registration Form

April 28, 29 & 30, 2017

FARES^{##}

(Spouse of a member will qualify for the member price)

	<u>NMRA</u> <u>Member/Spouse</u>	<u>Non-NMRA</u> <u>Member/Spouse</u>
Full Fare (Includes Banquet) ^{##}	\$50/\$50	\$60/\$60
Convention Only (No Banquet) ^{##}	\$40/\$40	\$50/\$50
Banquet Only ^{##}	\$30/\$30	\$30/\$30

^{##}Registrations received after April 14, 2017 or at the door will be \$10 extra

Activities Registration

- Friday Night Operating Session (indicate your preference, i.e., 1, 2, 3):
(Not a “layout tour;” you are expected to operate)

TO&W _____ CN&W _____ TP&W _____

- I expect to attend the Hobo Grill lunch at the Rochelle RR Park: # attending: _____

Enter Desired Meal Choice in the “Meal” column: B = Buffet (chicken & pork), S = Special Diet

<u>Name</u> (PLEASE PRINT)	Circle One for each registrant			
	Full	Convention Only	Banquet Only	Meal B/S
NMRA Member: _____ Last name First name	\$50	\$40	\$30	
Member Spouse: _____ Last name First name	\$50	\$40	\$30	
Non-NMRA Member ^{**} : _____ Last name First name	\$60	\$50	\$30	

Add \$10 each for late registration: \$ _____

Total Enclosed: \$ _____

^{**}Includes \$10 RailPass membership – must be eligible (either never been a member before OR haven’t been a member for 2 years or more; can join at RailPass rates **ONLY ONCE**)

NMRA #: _____ Phone #: (____) _____

Street: _____ E-mail: _____

City: _____ State: _____ Zip: _____

Mail to: “RRVD – Golden Rails”
c/o Don Brindle – Registrar
3159 Far Hill Rd
Rockford, IL 61109

Office Use Only

Am’t Rec’d: \$ _____

Check No.: _____

Op Session Status: _____

Make checks payable to: “Rock River Valley Division - NMRA” (No cash, please)

Additional registration forms available for download at www.2017mwrconvention.com.