

# THE WINNEBAGOLAND WHISTLE

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

VOLUME 54, ISSUE No. 1

SPRING 2021

*Why can't a steam locomotive sit down? Because it has a tender behind!*

## COVER PHOTO:

*Amtrak has outlined ambitious route and maintenance improvements as a result of President Biden's proposed \$2 trillion infrastructure plan. Once again an extension to Green Bay thru the Fox Valley is indicated, as well as connections to Eau Claire and Madison in WI.*

*Diagram courtesy Amtrak.*



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## Superintendent's Report

*Sharing our Dreams, by Phil Herman*

One thing that has become the most enjoyable part of the hobby has been the sharing in each-others work. For me, the joy is discovering the why behind what a model railroader does in their space. Each of us has a dream of what we want to portray to others as we share our models or layouts. We are a very diverse group. Some spend hours at the workbench building models while others build club size layouts in special train barns. Each of us has a different goal in mind. As I have begun to share more of my work with others, it has changed my why.

Growing up I started a number of layouts in my parent's basement from the one my father originally built. For every layout I started, I created drawings for many more. We would travel somewhere on vacation or go railfanning to a different location and I would want to model it. My first long distance railfanning trip was to the Chicago area. We spent a couple days along the CNW mainline between West Chicago and Rochelle, Ill. My modest Santa Fe collection was soon packed up and I was buying CNW stuff for my new planned double track mainline through the flatlands of Illinois. Those railfan trips soon became longer with trips to Moffat tunnel, Tennessee Pass and Horseshoe curve. After spending time along these big-time mountain railroads, I wanted to model a mountain railroad. Another thing I learned from my CNW layout is I did not like the mostly rural Illinois scenery or a completely double track mainline. The Illinois countryside was just not spectacular enough anymore. I wanted to build mountains and rock canyons.

Trains also needed some restrictions rather than just freely running around the layout at high speeds, Westbounds on one track and Eastbounds on the other. Remember this was before DCC, running multiple trains required a bunch of isolated blocks and toggle switches. I envisioned a congested single track mainline with passing sidings. Ultimately, I wanted a dispatchers nightmare. The mountain grades would slow the trains down and opposing movements would require one train to take a siding. Time would pass and another railfan trip to, lets say, northern Wisconsin and Michigan's UP, I would start plans to model an iron ore hauler. Plans would be drawn up and here we go again.



*(Continued on page 2)*

## Superintendent's Report

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Fast forward a few decades from teenage years. With a new basement built in 2014 I started work on my current layout. This is the third layout started during my adult life. The reasons for the layout changes were caused by a home remodel and a move. This is unlike the multiple teardowns as a kid that were caused by me losing interest in my current layout. I am now six years into my current layout and my interest in the subject I'm modeling is still growing. Sure, I get urges to change direction but have never given any of those urges serious consideration.

Why is this?

Is it because I am older and more patient? Is it because I have more time and money invested that a change now would be much more costly? No. I think it's more related to networking with other modelers and sharing in what others are doing. As a teen only my parents and close relatives would get invited to the basement when visiting for a birthday or holiday party to see the layout. Now I frequently share the layout, having others operate the layout (except this year). In return I get to experience the work of others whether it's operating on their layout or learning about a static model. Those shared experiences let me experience several different railroading genres. Operating on other's layouts lets us experience their dreams. Those experiences for me have run the gamut from modern day mainline to turn of the century logging railroad. I think sharing the hobby is a big reason for my increased contentment. I may leave an operating session really admiring the scheme created by the layout owner and I maybe can incorporate something they have done on my own layout. But, I never get home and feel I need to tear everything down and start over.

Sharing the hobby also motivates me to continually improve my layout so the next time I host an operating session, the experience for visitors is better than before. This has helped me remain focused on my original goal and set priorities. When I'm motivated to start a project, I need to evaluate whether that project is a need or a want. Super detailing a piece of rolling stock might not be the right project if people are coming over to operate when there are electrical issues and trains do not run. I thought that added structure would hurt my enjoyment in the hobby but is really hasn't, as long as your expectations are within reason. Changing the motivation for building my layout from all about me, to that of giving others enjoyment in what I am creating, has been so rewarding. Funny, so much in life is better when we make it bigger than ourselves.

As the world starts getting back to normal, we start getting back together and sharing what we've been up to this past year in isolation. I Look forward to seeing you all, out there, at

*(Continued on page 3)*

## View From the Cab

*Your Editor*

Once again I lead off talking about COVID-19. We're all sick of it of course, whether it's the unending news coverage, the daily tallies of infections, the annoying masks or the social isolation. There is the proverbial light at the end of the tunnel however. Many of us have received our vaccinations, people are venturing out more, and events are being scheduled again. This gradual return to a version of normal comes with a sort of détente with the virus, so we're not completely out of the woods.

Still, any chance to reopen is welcome news for many of us in the hobby, as we are a social bunch, learning from each other and enjoying one another's forays into each version of what model railroading means to us. Phil's column this quarter really speaks to that. We've had opportunities over the last year to do some of these things virtually if somewhat awkwardly, but there's definitely no substitute for physical interaction.

On that front there's good news and bad news. Unfortunately the Division hasn't had a meet since Fall 2019 and it just keeps getting postponed... first the Spring 2020 moved to Fall, then to Spring 2021, and now to Fall 2021 again. Part of it is comfort level with where we are health-wise, part is facility juggling, part is staffing. So again, please stay tuned for more information.

Likely we will be sending out notices for more of those multi-division virtual meets, as well as Workbench Wednesdays, so if you have anything you'd like to contribute or share, please get in touch with Phil, Vern, myself or anyone else listed in the Team Track... we want to stay in touch as best we can! Same goes if you have some availability to help staff the WLD booth at TTS this year.....

Yes, the **Titletown Train Show** is still proceeding as scheduled! April 17-18 we hope to see everyone again at the KI Convention Center in downtown Green Bay. We will be a little pared back compared to previous years, but vendor interest was very strong and so there will be new faces as well as many familiar ones. Again, since we're not completely out of the woods we will be enforcing the city of Green Bay's recently re-enacted mask mandate, so please make sure you show us your favorite train mask when you come!

Meanwhile, keep those trains a-comin! — *Todd*  
[tbushmaker@sbcglobal.net](mailto:tbushmaker@sbcglobal.net)

# Parent of WSOR Acquires CN Lines in WI

Watco Press Release

## CN and Watco Reach Agreement on Sale of Rail Lines in Northern Ontario, Wisconsin, and Michigan



forward to providing Watco’s customizable and localized service to customers along the line, and creating a positive impact on all of the communities we will operate in.”

In addition to freight service, Watco is looking forward to working with local constituents to reinstate the renowned scenic passenger rail service that runs through Ontario’s Agawa Canyon out of Sault Ste. Marie once post-pandemic conditions allow.

### About Watco

Watco is a leading transportation service and logistics company. Meeting customer needs on a day-to-day basis has enabled Watco to continually grow throughout our nearly 40-year history. Today, Watco owns or operates nearly 7,500 miles of rail over 44 short lines and provides industrial switching services.

The company provides material handling and warehousing through more than 80 terminals it owns or operates. Watco also operates 10 railcar repair shops in addition to providing mobile and dedicated railcar repair services. For more information, visit [watco.com](http://watco.com).

PITTSBURG, KS (March 30, 2021) – Watco is pleased to announce the signing of an agreement with Canadian National Railway subsidiaries Wisconsin Central Ltd. and Algoma Central Railway Inc. to purchase certain rail assets of the Wisconsin Central (WCR) and Algoma Central (ACR).

“Watco’s relationship continues to grow and flourish with Canadian National as we work together to provide the best value-added services to rail shippers in North America,” said Watco Chief Executive Officer Dan Smith. “This announcement is an extremely important and exciting next step in this relationship, and we look forward to serving these crucial customers and expanding our footprint in the Upper Midwest and Canada.”

The rail lines consist of approximately 900 miles of track serving more than 90 customers in Wisconsin, Michigan, and Ontario. The lines handle a diverse group of commodities including packaging and paper products, lumber and building materials, metals, minerals, agriculture products, and chemicals.

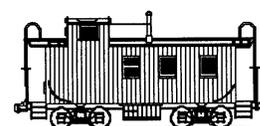
“This acquisition from Canadian National will lead to significant growth and expansion opportunities,” said Watco Chief Commercial Officer Stefan Loeb. “We look

## Superintendent’s Report

*(Continued from page 2)*

an in-person event. But also, I think the online events are here to stay in some capacity. We tried our first WLD Workbench Wednesday in February. Not a great turnout but a chance for us to see how it would work. John Leow and I each presented a model we are working on. Paul Mastalir shared pictures of his train room prep and Paul Hillmer gave us a tour of his expansive N Scale “Badger” layout. We plan to discuss scheduling more WLD Workbench Wednesdays in the future. I think this could be a great and easy way to get together on a regular basis, especially those from the outer corners of the division. If you have format suggestions, want to share, host.... Let us know!

Until we meet again, “proceed on signal indication, Phil out.”



## Emory Luebke Earns MMR #669

The railroad bug bit me at a very early age. The first thing I remember regarding railroads is that our car was first in line at a railroad crossing and a steam locomotive passed directly in front of our car switching at a local paper mill. I stood up on the front seat and placed both my hands on the windshield so I could get a better look. This was in the early 50's, way before seat belts and child car seats. Next came the Lionel train set at Christmas. It was only put up at Christmas for several years. Then my dad procured a portion of a neighbor's Lionel layout as the neighbor was moving out of state. This layout provided an opportunity for me to experiment with different track designs to service industries. Of course I had the "Plasticville" buildings. Lionel buildings and accessories were out of my price range. Just Prior to entering high school my friend next door showed



me the HO train set he had just obtained. I was impressed by the cars with sprung trucks and being much more realistic looking than the Lionel equipment. I was now set on getting into HO. After some saving money from my paper route I purchased an Athearn train set from my local hobby shop. Yes, it was an F7 with Athearn's rubber band drive. This was soon replaced with an Athearn GP7 with gear drive. I was off and running in this new and more detailed HO scale. I purchased a Mantua Shifter and Mikado as kits and built them, the Shifter was \$7.95 and the Mike was \$12.95. My first HO layout was 4 x 6 with track just laid on plywood, next came a 5 x 8 with cork roadbed, but no scenery.

I was a member of a local O scale club as well as attending a model railroad interest group at the Boys Brigade; the Boys Brigade is somewhat like the Boy Scouts. I attended both the Brigade model railroad group and the O scale club through high school and a couple of years beyond. It was in these two organizations that I began to learn and develop my modeling skills with the help of many mentors. I was a leader for two years of the Boys Brigade model railroad interest group. Then cars and girls became the main focus

and model railroading took a back seat. I didn't actively get back into model railroading until after marriage and purchasing a home. When we were house hunting my priority was the basement. My wife could take care of looking at the upstairs; I wanted to see how the basement was set up to allow building a model railroad. Several home were rejected due the basement having too many obstructions or being damp making it not conducive to my requirements for building a model railroad in it.

I started my present layout in 1980, a freelanced railroad named the Winnebago Rapids and Northern. This railroad is located in Wisconsin and interchanges with the Soo Line. I like being able to name towns and businesses/industries after my railroad friends and relatives and a freelanced railroad allows me to do this. The track is hand laid except where hidden, then three foot flex track was used. I like hand laying track and find it relaxing. I also enjoy building kits, kit-bashing and scratch building structures. Super-detailing locomotives is another part of the hobby I enjoy. Although I enjoy these, I never thought I was a good enough modeler to qualify for MMR. Through the encouragement and support of Marv and Mark Preussler, both MMRs, I started down the road to MMR in May 2009 with the Golden Spike award. A few times there was some discouragement, but Marv and Mark were always there with encouragement and got me fired up again. It was not an easy task for me to make it to MMR status, but the challenge made me a better modeler.

While I was on the BOD for the Winnebagoland Division of the NMRA I took on the responsibility of Clinic Chairman and arranged clinicians for the Division Meets as well as the Regional Meet held in Manitowoc WI. I liked working with the clinicians and was fortunate to meet many talented people.

The most enjoyable part of the hobby for me is operation. I like the challenges of figuring out how to efficiently set out and pick up cars and the camaraderie it brings.

I have made many friends through the NMRA and had many wonderful times at Division, Region and National Meets. Seeing other layouts is always high on my list of enjoyable times at these meets. It's great to see what others accomplish and get ideas for improving my layout. Most of all I like seeing people at the meets that I may only get to visit with during these events. The NMRA has brought many of us together and I will always be thankful for that and the friends I have made.

Certificates of Achievement: Association Volunteer 11/1/2014; MR Engineer Electrical 11/1/2014; Master Builder Scenery 3/1/2015; Chief Dispatcher 3/1/2015; MR Engineer Civil 3/1/2015 ; Master Builder Motive Power 9/21/2019; Master Builder Structures 9/21/2020

# Trackside Photos



*A worker hoops up orders to the engineer of the Soo Line Mikado-type 2-8-2 steam locomotive in Horicon, Wis., in November 2020. Jim Wrinn photograph*



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# Canadian Pacific to Acquire KCS

*Various Reports incl. Trains Mag.*

CALGARY, Alberta — Canadian Pacific will buy Kansas City Southern for \$25 billion, according to a published report in the *Financial Times*.

The combination of the 12,500-mile CP and 6,700-mile KCS is a classic end-to-end merger: The railways currently interchange in Kansas City, Mo., the only location where their systems meet. It will unite the two smallest Class I railroads, creating the only North American system that will operate in the U.S., Canada, and Mexico.



This will likely help the deal win over U.S. regulators. KCS is exempt from the Surface Transportation Board's more stringent Class I merger rules that since 2001 have effectively prevented combinations of the six major systems. The railroads expect the merger to gain regulatory approval in 2022.

"My guess is that, despite what I have thought was a more interventionist stance, STB approval is likely, as there is little to no overlap — and this is the only merger that by itself, as a standalone, might not trigger full rail consolidation, as any other pairing likely would," says independent analyst Anthony B. Hatch.

The \$25 billion deal (\$29 billion including CP assumption of KCS debt) will enable CP to better compete against larger rival Canadian National, which has enjoyed three-coast access since it acquired Illinois Central in 1998. But CP will also extend its reach into Mexico, where KCS cross-border traffic has been growing by more than 10% annually due to rising intermodal, automotive, and refined products volume.

CP also gains access to the dozen Gulf of Mexico ports that KCS and KCS de Mexico currently serve. Last year CP regained access to the Atlantic at Saint John, New Brunswick, through its acquisition of the Central Maine & Quebec, whose line across Maine once was part of CP's shortcut from Montreal to the Atlantic.

"This transaction will be transformative for North America, providing significant positive impacts for our respective employees, customers, communities, and shareholders," said CP CEO Keith Creel. "This will create the first U.S.-Mexico-Canada railroad, bringing together two railroads that have been keenly focused on providing quality service to their customers to unlock the full potential of their networks. CP and KCS have

been the two best performing Class I railroads for the past three years on a revenue growth basis."

CP and KCS say they will launch new intermodal service linking Dallas and Chicago, where traffic will be able to connect with existing CP service to Eastern and Western Canada. CP also will enjoy long hauls on existing traffic, such as crude and grain bound for the Gulf Coast and Mexico, that it currently hands off to KCS in Kansas City.

The merger also will tie together auto production areas in Canada, Detroit, and Mexico and create new single-line service for vehicles produced at assembly plants in Mexico that are bound for consumer markets in the Midwest and Canada. Currently about 5% of CP's auto volume comes from Mexico, where auto production has been growing in recent years.

Only 1% of CP's overall traffic is cross-border with Mexico. But propane exports from Canada to Mexico have been surging since 2014. Mexico's consumption of propane is among the highest in the world, and its propane production is declining. CP will enjoy long hauls for Mexican-bound propane shipments that originate in Alberta.

The new company, to be called **Canadian Pacific Kansas City**, will be based in Calgary and headed by Creel, who has extended his contract through 2026. Kansas City, current home to KCS, will serve as the U.S. headquarters. The system's Mexico headquarters will remain in Mexico City and Monterrey, and CP's current U.S. headquarters in Minneapolis-St. Paul "will remain an important base of operations," CP says.

KCS, which connects with all six of the major systems, has been the subject of merger speculation for years. Last summer two infrastructure funds considered taking the railroad private, which prompted speculation in the rail industry that CP might seek to acquire KCS.

Former KCS CEO Michael R. Haverty — who built KCS into a cross-border system 25 years ago — says attempts to merge with CP more than a decade ago never jelled. Fred Green, who was then CP's chief executive, feared a deal would spark opposition from Union Pacific, Haverty says. "I do think this is a very good fit."

Haverty suspects that last year's private equity interest in KCS sparked consolidation talks with CP.

KCS was a north-south railroad in an east-west world until the North American Free Trade Agreement was signed in 1992. Haverty saw the opportunity to turn KCS from a Midwest-Gulf Coast regional into a cross-border system that could tap into free trade. In 1996, KCS gained the 50-year concession to operate what was then called Mexico's Ferrocarril del Noreste, or Northeast Railroad.

Haverty expects CP-KCS deal to pass regulatory muster in the U.S. but says some concessions may be required in Mexico, where the federal regulator has become increasingly concerned about rail competition.

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# Canadian Pacific to Acquire KCS

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Most of KCS's growth comes from linking production areas in Mexico with consumers in the U.S. and Canada, as well as exporting U.S. grain, U.S. and Canadian auto parts, and refined products to Mexico.

The KCS International Railway Bridge at Laredo, Texas, is the busiest rail border crossing in North America. KCS already had plans under way to add a second span across the Rio Grande at Laredo, where it also interchanges with Union Pacific.

The combined CP and KCS system will remain the smallest Class I by revenue. But at 19,200 miles CP-KCS is roughly the size of the 19,500-mile CN.

"This combination is not about cuts, it's not about line rationalization, it's not about cutting heads," Creel says. "It's all about growth."

The railroads see \$780 million in annual merger benefits developing by 2025. Some \$600 million of that will come from growth, with \$180 million flowing from cost savings and efficiency gains. While some rationalization of duplicate functions is envisioned, by 2025 the combined company will be adding employees to handle volume growth.

To handle new traffic, CPKC will spend \$50 million to add and extend passing sidings, as well as to install centralized traffic control on CP's underutilized main line to Kansas City, Mo., which is the only place that KCS and CP connect.

Shippers will benefit from faster and more reliable single-line service, Creel says.

The CP-KCS combination is so compelling, Creel says, that it would gain approval even under the STB's newer, more rigorous rules that cover reviews of merger applications. He said he could not contemplate the STB rejecting the deal.

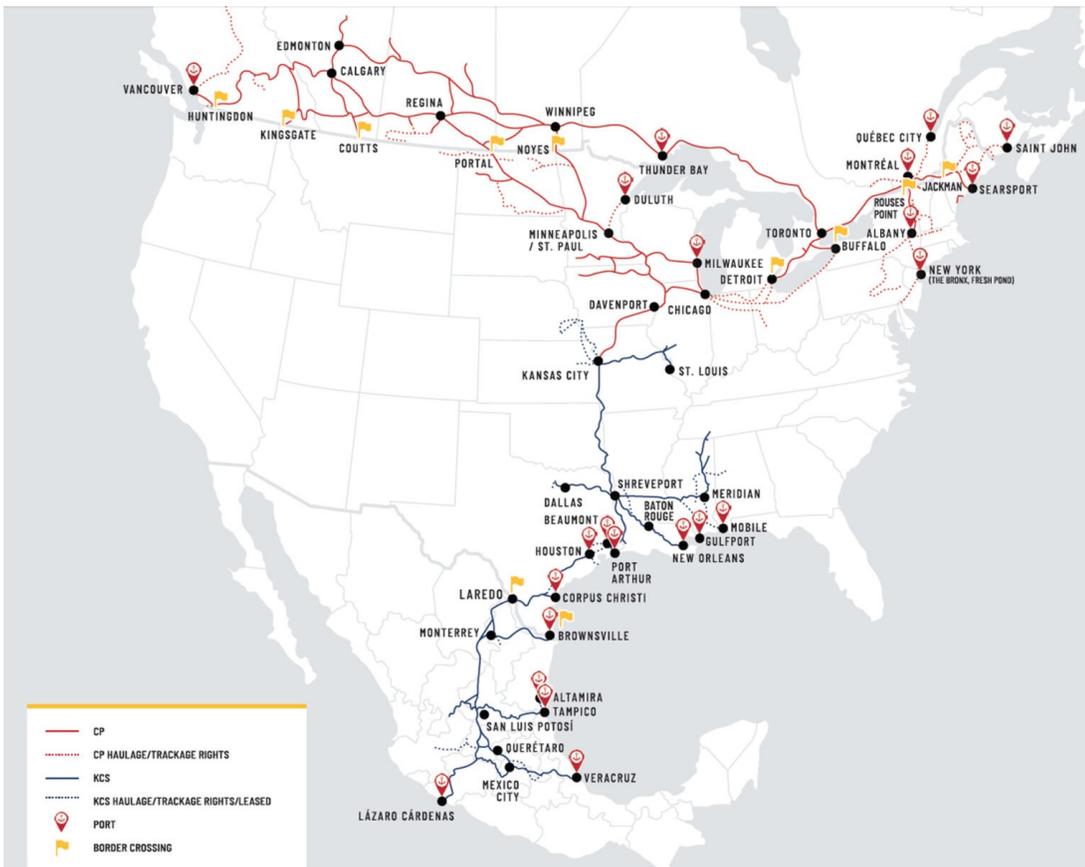
Shippers have been skeptical of Class I railroad mergers and largely lined up against the ill-fated CP-NS merger that was proposed in 2015-16. But Creel and Ottensmeyer say the CP-KCS combination is far different than prior mergers, particularly since it does not involve overlapping routes and not a single shipper will lose competitive options that they enjoy today.

The combination does not face a regulatory review in Canada. KCS has a concession to operate KCS de Mexico through 2047, which is renewable for another 50 years. The Mexican anti-trust commission will review the transaction but KCS Chief Financial Officer Mike Upchurch says that's a low hurdle since CP does not currently operate in Mexico or serve any of the border crossings.

The last transaction of this size in the rail industry came in 1999 when Norfolk Southern and CSX Transportation split up Conrail. That same year, Canadian National and BNSF Railway tried to merge into a 50,000-mile goliath but the STB ordered a 15-month moratorium on all Class I mergers, citing the concerns of shippers still reeling from the effects of a decade-worth of consolidation. A few months later, CN and BNSF pulled the plug on their merger plans. In 2001, the STB issued new rules for Class I mergers that drastically increased the burden on applicants to demonstrate that a merger would serve the public interest. However, one railroad was exempt from those rules: Kansas City Southern, the smallest of the seven Class Is.

"This may be the only possible Class I combination that can pass muster with the STB," said analyst Larry Gross. "There is virtually no overlap between the systems nor should it create a domino-effect of subsequent merger activity."

However, Gross said it's likely other Class Is will file objections in an effort to get something out of CP-KCS, be it trackage rights or new routes. Gross said Union Pacific has the most to lose from the deal as the combined CP-KCS would be able to compete with it for intermodal traffic between the Midwest and Mexico.



# Team Track

## Division Officers

Phil Herman	Superintendent
Todd Bushmaker	Asst. Superintendent
Scott Payne	Paymaster
Vern Ehlke	Chief Clerk

## Board of Directors (terms thru 04/2021)

Division Officers (above) PLUS:

Wally Rogers	Joe Lallensack
Dave Nitsch	Dave Allen
Mary Eiden	Mike Eiden
Rich Hopfensperger	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](http://www.wld-nmra.com)

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 “WinnebagoLand Division  
 NMRA”

# Timetable

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

- April 10** ~~WLD Spring Meet~~  
**Canceled** ~~Best Western Bridgewood, Neenah~~
- April 17-18** Titletown Train Show  
*KI Convention Center, Green Bay*
- June 19-20** StrawberryFest Train Show  
*Downtown Waupaca, WI*
- July 6-10** NMRA National Convention  
 “Rails by the Bay” - VIRTUAL  
*See nmra.org for more info*



# 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.

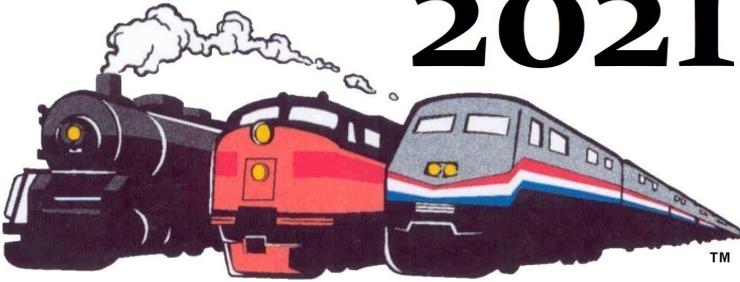
Also available is a visor cap with the train curving around the edge! Nice additions to your list this year.



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](mailto:mastalir54166@yahoo.com).

TITLETOWN TRAIN SHOW™

2021



## NEW DATE AND VENUE!

April 17<sup>th</sup> & 18<sup>th</sup>, 2021

Saturday: 9 am - 5 pm

Sunday: 10 am - 4 pm

**KI Convention Center**

333 Main Street, Downtown Green Bay

*Northeastern Wisconsin's Premier Show!*

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(In conjunction with the Waupaca Historical Society & Waupaca Area Chamber of Commerce)

***Saturday, June 19 – 9 AM to 5 PM***

***Sunday, June 20 – 10 AM to 3 PM***

Waupaca Recreation Center, three blocks east of downtown  
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[407 School st]

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- ***Thomas the Tank Engine & Chuggington Friends***
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