

THE WINNEBAGOLAND WHISTLE

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

VOLUME 50, ISSUE No. 4

WINTER 2017-18

What is the difference between a school teacher and a steam locomotive?

The school teacher tells you to spit out your gum, while the locomotive says "Cboo Cboo Cboo!"

COVER PHOTO:

A Chicago & Northwestern water tower and maintenance shed scene by Rich Hanke, primarily scratchbuilt.

Back in 2007 when this was used for a cover photo, Rich had a series on his techniques for modeling CNW in HO scale.

Rich is from Manitowoc. More photos inside.



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Superintendent's Report

By John Leow

Happy New Year!

Once again, we celebrate another trip around the sun and contemplate the past year with the goal of improving for the next one. Ah, yes - time for New Year Resolutions!

I won't even try to lie my way through my evaluation of last year. Truth be told, I don't even remember what I resolved – I'm sure it involved losing weight (ten-pound increase), getting more exercise (see comment about weight), and some unrealistic modelling accomplishments (still no trains running).

With all that in mind, here are my resolutions for 2018. Hopefully, by the end of the year I'll be able to show better progress than last year.

- I hereby resolve to lose weight. Doctor's orders this time.
- I hereby resolve to have an operating layout by the end of the year. I reserve the right to define the term "operating", however.
- I hereby resolve to complete the requirements for at least three Achievement Program certificates. As a big proponent of the AP program, it's time I get off my butt and participate more fully.
- I hereby resolve to meet Todd's Whistle deadlines. (Don't hesitate to remind me of this one, Todd.)

(Continued on page 2)



Superintendent's Report

(Continued from page 1)

- I hereby resolve to build more kits than I buy. (The inventory turnover in my train room hobby shop just isn't what it should be.)
- I hereby resolve to determine why my laptop randomly goes into a coma, causing the loss of all unsaved data (like this column. Grrrr.....)

That does it for MY resolutions – we'll see how I did at the end of the year. Now on to some Division business and news.

Our Fall meet in Sheboygan was another resounding success, with a great turnout, a selection of quality clinics, layout tours, and good contest participation. Most of all, there was good fellowship. Thanks to Scott Payne and all who helped out with this meet.

The annual fall operating session was also a success, with 11 members participating at the layouts of Joel Weeks and Randy Williamson. A big thank you goes out to them for hosting, and again to Scott for coordinating this event.

Our spring meet is scheduled for Merrill in April, so keep your ear to the rail for more info on this one.

I had the opportunity to attend Trainfest in Milwaukee this past November. If any of you have never attended this massive train show, I highly recommend it. My modeling interests are rather esoteric so the vendors didn't have much to offer me but I still enjoyed wandering around the layouts, displays, and manufacturer booths. One of the main reasons I went, though, was to attend the MWR board meeting. There was a lot of information discussed, most of which most of you wouldn't be interested in. A few things that may be of interest:

- The National has made some changes to the Rail Pass membership – it's now \$19.95 for nine months. So, if you know anyone who's on the fence about joining the NMRA, you may want to pass this information on to them.
- The board is exploring the possibility of joining the Thousand Lakes Region for a joint convention in 2019, and possibly a joint convention with the North Central Region in 2020
- The 2018 MWR convention will be held in Madison April 13-14-15.

Well, that's all for now. Don't forget to make your own resolutions for the upcoming year, and be sure at least one is model railroading related! - John



Editor's Note

By Todd M. Bushmaker

Welcome 2018! Good grief, where did the time go? Yes I can't believe the Holidays are already over and thank god we can say goodbye to a ridiculous 2017. But on the other hand I graduated from high school thirty years ago (please don't do the math)...sheesh! Not only that but there's a list and pile of house and model projects I meant to get to this winter that have barely been touched. I need eight-day weeks (extra day on the weekend please) or 36-hour days (partly for sleeping).

Speaking of Time, this is our last issue celebrating 50 years of the Whistle. This quarter we look back at 2007, which wasn't too long ago; anything newer and you can visit the Division web site for back issues (and you don't need me)! The Editor back then was my immediate predecessor, Mark Preussler, who also served the WLD as Superintendent for a number of years around the same time.

Time is relentless. So is this brutally cold weather. We've heard the jokes about being colder than Antarctica and Mars, but this is Wisconsin and when we're not shoveling, skiing or ice fishing, we've got basements to which we retreat. Also more train shows and conventions, like Arctic Run in Stevens Point, the MWR annual convention in Madison, and of course TTS. Hopefully by that time it will warm up.

One theme the Board of Directors would like to emphasize for 2018 is **"Get Involved!"** Really, we honestly are not in this to be permanent fixtures in the Division... we really, truly want fresh faces to participate in the activities of the Division! Many of us are actually overextended with the number of roles we're taking on an individual basis. There are many ways to **"Get Involved"**, but here's a start:

- **Apply to be a Director on our Board.** We have open positions available, and come see what Division business we talk about every few months. Initially there isn't even much obligation, but you can use it to dip your toes in the water and see what you could do for a next step.
- **Participate in a Committee.** Check our "Team Track" on the last page where I list the various committees. We could even use some chairpersons!
- **Volunteer at TTS.** Our Division has a great booth front-and-center at the show. We can always use more people at the booth, extolling the virtues of the hobby. You can tell all your great stories, show pictures, bring a couple models to show off and explain. This is a family show and we need a good dose of the next generation!

(Continued on page 3)

WLD 2017 Fall Meet Wrap-up

Photos pulled from the FB page!

October 7th, 2017
Sheboygan Senior Activity Center

Financial Summary by Scott Payne, paymaster.

Income:

Preregistration:	\$ 753.00
At the door registration:	\$ 375.00
Total:	\$ 1128.00

Expenses:

Facility rental:	\$316.80
Janitors:	\$168.08
Caterer for luncheon:	\$434.72
Map printing:	\$ 14.55
Plaques/awards:	\$ 85.50
Meet supplies/mailings:	\$ 21.14
Total:	\$1040.79

Net income/loss: **\$ 87.21**

Attendance:

Members:	32
Non-members:	23
Total:	55

Random photos from the meet!



Some of these are from the Sheboygan Railroad Museum (SSSMRE)



OK, this one's from the Operating Session but it was too good to include! ->



Editor's Note

(Continued from page 2)

- **Contribute to the Whistle.** Always looking for quality content. Modeling articles, prototype photos, meet/convention/train show synopses, goings-on in your neck-of-the-woods, etc. Even a joke or two!
- **Run for Officer.** Does it sometimes seem like the same people rotate in Division positions? Let's get some fresh opinions. We promise it doesn't get too "politicky" or "cliquey"! We're all here to have fun.
- **Put on a clinic.** Exhibit your skills and teach the rest of us plebes how to do what you find so easy, or show off your newfound knowledge of prototype thru video or photos. There are openings at our Spring and Fall meets each year...maybe with enough interest we can expand on that.
- **Offer your layout for a tour or operating session.** Admittedly not everyone likes dozens of unfamiliar faces tromping through their house and touching their stuff. However sharing your layout with others can also be so rewarding. There's always something to be learned by visiting a new layout, and maybe an operating session could give you new ideas for your pike!

Think about it and *please* feel free to contact me for more info! Until next time, keep on trainin'! —Todd
tbushmaker@sbcglobal.net

We're not going too far back this issue, though when you think about it, it's amazing that it's ten years ago already! The housing bubble burst in 2007, starting the "great recession," and a mass shooting at Virginia Tech stunned the country (okay probably should have forgotten about those). The final chapter of the Harry Potter film series bowed in July with *The Deathly Hallows*, and of course Steve Jobs unveiled the first iPhone, sparking a revolution (you might even be reading this on your phone right now, though really zoomed in!).

"Marvelous Mark" Preussler was editor of the Whistle and produced a professional, glossy 8.5x11 thanks to his connections with Universal Lithographers in Sheboygan. It was still being mailed at the time, but electronic distribution would become standard in only a few years. Enjoy these snippets!

Soo Line French Toast!

In the book, *Dining by Rail*, page 173, Soo Line French Toast is described.

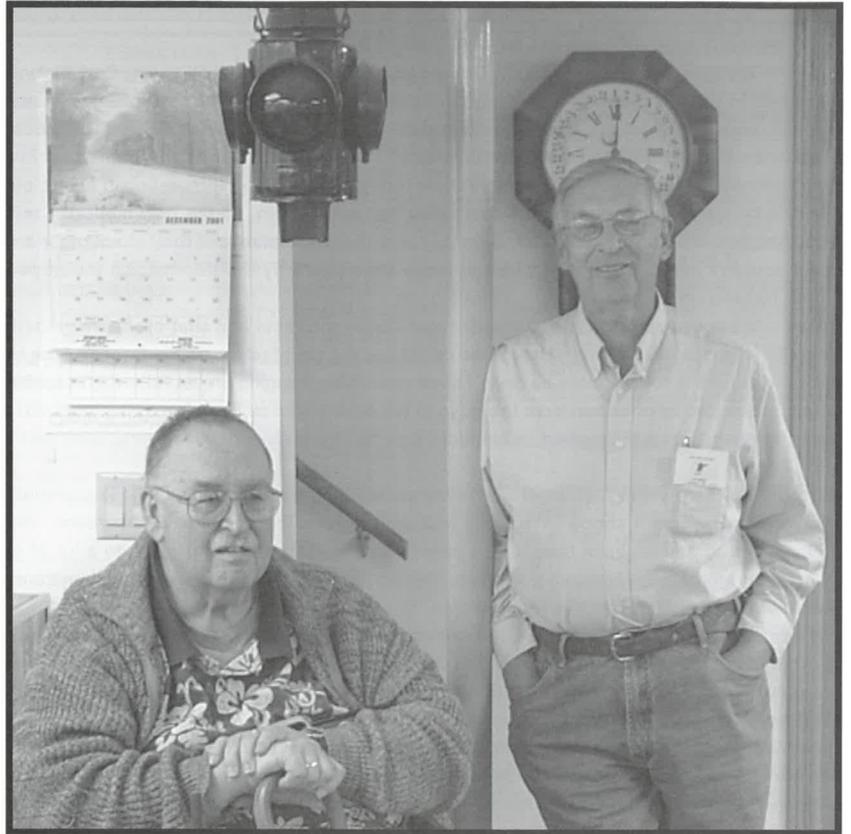
Deep Fryer - Shallow Dish
Preheat frying oil to hot
Preparation time - 30 mins

For One Serving...
2 slices bread
1 egg, well beaten
pinch of salt
3 oz light cream
2 oz sugar
oil for deep frying

Cut bread in 3/4 inch slices and cut slices in half diagonally. In a shallow dish, make a batter of well-beaten egg, salt, cream and sugar. Dip bread in batter and fry to a golden brown in hot, deep fat. Remove and drain. Sprinkle with fruit, maple syrup, or honey and serve immediately.

Above: YUM!

Right: the Spring 2007 issue carried heartfelt obituaries for two long upstanding members of the Division. John's was written by Larry Easton, and Carl's by the late Don Manlick.

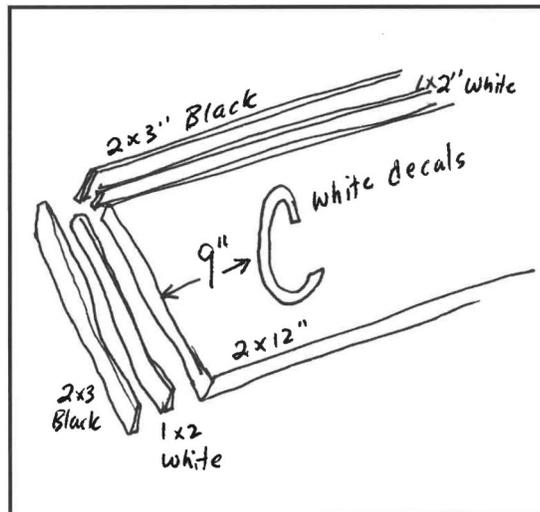


Friends- John Franzen and Carl Blahnik

Maribel	Cleveland
Brickton	Two Rivers
Rosemere	Cato
Dunkirk	Tower CF
Green Bay	Port Allen
Gibson Yard	Skokie
Cedar Haven	Eland
Brookings	Belle Plaine
Ashland Jct.	Hurley
Oostburg	Escanaba
Antoine	Tesch
Newton	

Here's a list of the ready to use C&NW station names offered by DM Decals. Rich also provided a detailed drawing of the construction used by the C&NW on most of their depots found within the WLD.

All photos this article- M.P.



Rich Hanke's series of CNW articles included one about scratchbuilding a depot in Cleveland WI, specifically about the depot signage.

The Whistle at Fifty: 2007

For reasons of “life, liberty, or the pursuit of happiness”, the individuals running for office at the time no longer actively participate in the Division. They are still around, though Todd is in a much warmer climate now!

Here is the list of those running for office in our division for 2007-2008. Please vote using the enclosed ballot. Remember that write-in candidates are allowed.

For Superintendent- Randy Williamson

I am a life member of the NMRA and have been associated with the WinnebagoLand Division since 1985 holding several positions including; Photo Contest Chairman, Asst. Superintendent, Webmaster for the division website, and Superintendent.

My wife Dayna and I are members of the Waupaca Model Railroad Club and are building a two level Pennsylvania/Deer Creek Railroad layout in HO.

For Assistant Superintendent- Todd Rebhahn

I have been a member of the NMRA since 1996, and have served on the board of directors from 1998 until 2002 and In 2002 I was elected to Superintendent. After my 1 year retirement, I have chosen to run as assistant superintendent.

I live in De Pere, and am married with one daughter. I have recently started construction on my layout. It is primarily based on the Soo Line 6th and 3rd sub-division, Ashland to Stevens Point, including the Bessemer Branch Line and based very roughly in the late 60's.

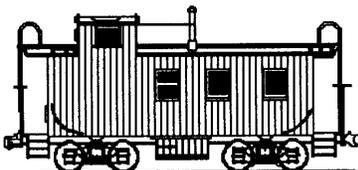
The NMRA has been and is a great source of information and friendship. My continued goal is to strengthen our division by publicize these benefits of the organization, by forming cooperative partnerships with other groups in our area, and by strengthen our divisions' foundations.

For Paymaster- Dayna Williamson

Have been paymaster for the last year. I model in HO and am building a layout with my husband Randy in our basement. Life NMRA member. I also belong to Waupaca Model Railroad Club.

For Chief Clerk- Brian Cassidy

Many of you know me, or at least of me, from my many years as membership coordinator and WLD board member, 4 years as Paymaster and this past year as Assistant Superintendent. I've also been a member of the WLD since 1989. If elected, I look forward to trying to fill very capable shoes of my predecessor. I have never been an official “Chief Clerk” before, however I have already substituted as the scribe for a WLD BOD meeting. Brian Cassidy says: “If I am going to be a clerk, might as well be Chief!”

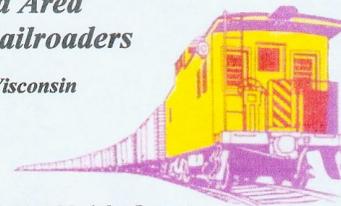


C&W Ore Lines R.R.- The operations on the C&W Ore Lines have come to an end. As the crew prepares to tie up, the conductor looks off into the distance preoccupied with other thoughts as today is his last day on the job- retirement at last. Life on the railroad has had its ups and downs, but his days on the Ore Lines were some of the best days of his career. Now, at the end, he must wonder “where has all the time gone”?

Photos- Joe DeGroot

Waupaca Area Model Railroaders

Waupaca, Wisconsin



Home of

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

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Here I reprint the late Don Manlick's article about prototype operations using "Form 19". A good refresher!

"Form 19"

by: Don Manlick, MMR

So you want to run your railroad in a prototype manner and use train orders. Good idea! Use of train orders can add authenticity to an operating session. A train order has many uses for the movements of trains. It gives authority for a train to meet another train exactly at a certain location and informs a train to take siding. A train order can also allow a train to pass another train at a designated station. The use of class and direction play a part in issuing train orders as well. Thus, it is relevant to have a time table designed for your railroad. Reason for this, it lists the trains operating and the direction of such trains. This is necessary because trains are superior to another train by right or class. Right is conferred by train order, class and direction by time-table. A time-table designates superiority by direction as Eastward trains are superior to Westward trains. Even number trains move Eastward, Odd numbered trains move Westward. Time-table schedules, unless fulfilled are in effect for twelve hours after their time at each station. After that, trains can only operate with the use of a train order.

A Form 19 was designated through the use of telegraph in the 1800's up to about the 1970's. It meant to clear the wire for Train Orders and for Operators to ask for Train Orders. The dispatcher would call a telegraph operator "19 East, copy 3". This would inform the telegrapher to make three copies of Form 19 for a train in an Eastward direction.

A Form 19 train order must contain information or instructions essential only to train movements. This means one does not include switching car numbers or any miscellaneous information not directly connected with the train movement. Train orders are issued by authority and over the signature of the chief train dispatcher (his initials only). Train orders are in effect until fulfilled, superseded or annulled. Train orders are numbered consecutively each day, beginning at midnight. There are many various formats of text for train orders. Here are some examples:

Example A: No 212 MEET No 317 AT MARIBEL (These are both first class trains) (No 317 would take siding at Maribel to meet No. 212. No 212 being the superior train would hold the main line.)

Example B: ENG 402 RUN EXTRA GREEN BAY TO HAVEN (Engine 402 would operate Green Bay to Haven, at Haven the extra has no right to occupy the main track between switches of the siding at Haven) Running as an extra requires displaying white markers on the locomotive front. Extra trains will be designated by engine numbers and direction as "Extra 402 East".

Example C: EXTRA 210 WEST TAKE SIDING AT DENMARK AND MEET NO 44 AT DENMARK (Extra 210 West would take siding at Denmark to meet regular train No. 44 at Denmark).

A locomotive with or without cars that has no time-table authority can not just operate on the main-line. It must be established as an extra train with the use of a train order. Thus, example B above. Abbreviations may be used to name a few:

No - for Number
Eng - for Engine
Psgr - for Passenger
Frt - for Freight
Jct - for Junction
Opr - for Operator
MPH - for Miles Per Hour
MP - for Mile Post

Continued page 12...

The Whistle at Fifty: 2007

Continuation of Don's article and examples of actual train orders. Hope you enjoyed our look back this year!

PROTOTYPE TRAIN ORDER

The prototype train order shown here from 1956 was issued at Manitowoc, Wis. to train No. 180 (2nd class freight train). Contents of the train order involve two trains meeting at Calumet Yard. No. 211 (1st class train) is instructed to take siding. Even though No. 211 is superior by class as a first class passenger train to No. 180 it apparently was easier for the passenger train to take siding than allow the freight train with tonnage to stop and take siding at Calumet Yard. Before a train order is effective it requires to be accompanied with Clearance Form A. Note the Chief Train Dispatcher's initials "AWM" on the Clearance Form A as well as on the train order.

19 CHICAGO AND NORTH WESTERN SYSTEM 19
 TRAIN ORDER NO. *Drum Bay Jan 28 1956*
 To *C & E No 180*
 To
 To *At Manitowoc*
 X _____ Opr.; _____ M.
 NO 211 MEET NO 180 AT CALUMET YARD
 NO 211 TAKE SIDING
 AWM
 EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER.
 Made *Com* Time *944 P. M.* *Cigler* Opr.

"Form 19"

A Clearance Form A is issued by the dispatcher to confirm exactly which orders are given the train addressed. To keep things simple no further definition will be given regarding Clearance Form A. The above described text regarding Form 19 is not used in modern railroad-ing today. There other procedures for the movement of trains.

Chicago and North Western System
A CLEARANCE FORM A A
 To C & E *No 180* AT *Manitowoc*
 I have 1 orders for your train.
 (If no train orders, operators must write "No" in space provided above.)
 No. 31 No. _____ No. _____ No. _____ No. _____ No. _____ No. _____
 Orders: No. _____
 No. _____ No. _____ No. _____ No. _____ No. _____ No. _____ No. _____
 This form is authority to pass Train Order signal at Stop indication.
 Block _____ Do not leave before _____ M (Rule 91)
 Time OK *945 P M* Chief Train Dispatcher *AWM* Operator *Cigler*
 When block is not clear, the line giving block indication will specify what permissive forms have been issued in addition to Clearance Form A.
 (See Rules 211 and 318)

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California "Bullet" Train Over Budget

By Ralph Vartabedian

Reprinted from the "Los Angeles Times"

From the "Who Couldn't See This Coming..." Department:

The estimated cost of building 119 miles of bullet train track in the Central Valley has jumped to \$10.6 billion, an increase of \$2.8 billion from the current budget and up from about \$6 billion originally.

The new calculation takes into account a number of intractable problems encountered by the state rail agency. It raises profoundly difficult questions about how the state will complete what is considered the nation's largest infrastructure project with the existing funding sources.

The new estimate was presented Tuesday by Roy Hill, who leads the main consulting firm on the project, WSP (formerly Parson Brinckerhoff). Hill said the cost increases were mainly driven by problems including higher costs for land acquisition, issues in relocating utility systems, the need for safety barriers where the bullet trains would operate near freight lines and demands by stakeholders for the mitigation of myriad issues.

"The worst-case scenario has happened," Hill bluntly told the rail authority's board at its regular monthly meeting.

As the project's lead proponent, Gov. Jerry Brown, serves the final year of his term, it will be crucial to "dive in, stabilize it and restore its credibility," said Brian Kelly, the Board's new chief executive and previous secretary of the CTA.

The sharp increase in projected costs could require the California High Speed Rail Authority to return to the state Legislature for a supplemental appropriation from the bonds that voters approved in 2008. The remaining bonds probably would cover the cost increases, but partly deplete funds for further construction beyond the Central Valley.

The sobering news about the cost increases was long forewarned, though rail authority Chairman Dan Richard has consistently rejected those warnings. About a year ago, the Federal Railroad Administration issued a secret risk analysis that said costs were rising sharply and could hit \$9.5 to \$10 billion.

When The Times disclosed the warning, Richard downplayed the analysis. In 2012, WSP briefed a cost analysis for the 2014 business plan, showing sharply higher costs in the Central Valley. The cost estimates were not adopted in the 2014 business plan. Richard was not available for an interview.

It remains unclear how the Central Valley cost increases will affect the total program, which under the 2016 business plan is supposed to cost \$64 billion. But the jump in the Central Valley — a 77% increase above the original estimate — suggests the authority and its consultants have vastly underestimated the difficulties of buying land, obtaining environmental approvals, navigating through complex litigation and much else.

Outside critics saw the rail authority's defense of lower cost estimates as part of an effort to politically protect the project.

"When it comes to large infrastructure investments, it is not unusual for public authorities trying to justify their effort to understate the costs and overstate the benefits," said James Moore, director of the transportation engineering program at USC. "It is in my opinion overly deceptive. We have seen on transportation projects this militant defense that is meant to cause the public to remain calm."

Moore said the surge in costs is likely to foreshadow even greater future increases. On the horizon are more difficult segments, such as the long underground passage through the Tehachapi and San Gabriel Mountains and the route into the urban San Francisco Bay Area.

"It is an 'are you in or are you out?' point," said Elizabeth Alexis, who cofounded a watchdog group focused on the project. "The cost increases are forcing us to commit to completing or not."

The challenges will apply to the next governor, though in the current campaign the leading candidates are doing their best to avoid talking about the project. Lt. Gov. Gavin Newsom has declined requests for an interview on the subject for more than two years, for example. The repayment of the existing bonds will cost about \$18 billion in principle and interest over the next 30 years, money that is coming out of the state highway improvement fund.

Brown did not address the new cost estimate, but said in a news release about Kelly, "Brian has ably led the California State Transportation Agency since its inception and is uniquely qualified to move the nation's first high-speed rail project forward."

The new estimate evoked some expressions of concern at the high-speed rail board at Tuesday's meeting.

"It is horrible when we look at the amount of money we are going to have to invest to make the project work," said board member Ernest Camacho, who owns a Southern California construction management firm.

Included in the projected \$2.8-billion price increase is a \$600-million contingency set aside to cover further unexpected problems. That contingency will be funded by unspecified cuts to future construction budgets.



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Money for PTC?

By Mike Lindblom

Reprinted from the "Seattle Times"

The federal government would give \$2.6 billion to railroads to install emergency train-stopping technologies, so they won't miss a deadline of December 2018, under a new bill in the U.S. House.

The bill is sponsored by Rep. Peter DeFazio, D-Ore., and co-sponsors include six Washington state members. It's prompted by a Dec. 18 crash in which an Amtrak Cascades train derailed at 78 mph north of Olympia, killing three passengers and injuring dozens.

Railroads would be prohibited from launching new passenger routes until the technologies are installed on them, under the Positive Train Control Implementation and Financing Act.



The Cascades crash occurred on its first public passenger trip through a new 14.5-mile stretch, where a century-old freight line was rebuilt to create a direct, faster route from Tacoma to Nisqually. But the \$181 million project left in place a 30 mph curve, where tracks approach a freeway overpass.

The rail industry was already granted a three-year extension beyond a 2015 deadline set by Congress to install the safety technology. Some companies wanted another two years, until 2020.

"No more delays, no more extensions, no more excuses from railroads who have had 10 years to implement PTC (positive train control) technology," said DeFazio, ranking Democrat on the House Transportation and Infrastructure Committee, to The Hill congressional news site.

Amtrak says it has equipped 51 percent of its locomotives with PTC equipment nationally.

As for the Cascades line, where Amtrak operates state-owned locomotives, Amtrak promises PTC will be installed and activated "during the third quarter of 2018," in a letter last

week from CEO Richard Anderson to Washington and Oregon transportation directors.

The satellite-based system applies brakes if an engineer fails to slow or stop for another train, a switch, a work zone, or a low-speed area. BNSF Railway says its Northwest trains are equipped with PTC. Sound Transit commuter trains have PTC, but the fledgling system doesn't always boot up.

DeFazio's bill would require Amtrak to issue quarterly progress reports not only for its own routes including the Northeast Corridor, but state-owned lines Amtrak operates — including the Cascades, committee staff said.

Seven railroads are at high risk of missing the 2018 deadline, he said in a letter: Trinity Rail Express in Texas, Canadian National, Central Florida Rail Corridor, CSX, Massachusetts Bay Transportation Authority, Norfolk Southern and Metra in Illinois.

Four decades have passed since the National Transportation Safety Board (NTSB) recommended train-control systems. Congress finally required them following a Metrolink crash that killed 25 people outside Los Angeles, while the engineer was texting.

Washington state Democrats co-sponsoring the bill are Reps. Rick Larsen of Everett, Denny Heck of Olympia, Derek Kilmer of Gig Harbor, Adam Smith of Bellevue, Pramila Jayapal of Seattle and Suzan DelBene of Medina.

Rep. Jamie Herrera Beutler, a Republican from Vancouver, has asked DeFazio to list her as a co-sponsor, her staff said late Tuesday.

WSDOT moved Amtrak Cascades back to its previous route along Puget Sound, until new train control is ready.



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Team Track

Division Officers

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

Board of Directors

Wally Rogers	thru 01/19
Joe Lallensack	thru 01/19
Dave Nitsch	thru 01/19
Todd Bushmaker	thru 01/19
Dave Allen	thru 09/18
Mary Eiden	thru 09/19
Mike Eiden	thru 03/19
Phil Herman	thru 01/19
Chris Heili	thru 01/19
Rich Hopfensperger	thru 01/19

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

Committee Chairs

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

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



www.wld-nmra.com

Facebook:
"WinnebagoLand Division
NMRA"

On the Ready Track

- Jan 14** WLD BoD Meeting, 10:30
SLHTS, Appleton
- Feb 3-4** Arctic Run Model RR Show
Stevens Point
(see flyer this issue)
- Feb 17-18** Mad City Model RR Show
Madison
www.nmra-scwd.org
- March 24** WLS BoD Meeting, 10:30
SLHTS, Appleton
- April 7** WLD Spring Meet
Merrill Historical Society, WI
- April 13-15** "Capitol 400" MWR
Regional Convention
Madison *(see info this issue)*
- April 28-29** Titledown Train Show
Green Bay
www.titledowntrainshow.com

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WINNEBAGOLAND DIVISION SPRING MEET SATURDAY, APRIL 7th, 2018

We will have our WLD Spring Meet April 7th at the Merrill Historical Society in Merrill, Wisconsin. The meet is sponsored by the Merrill Historical Society at their building. The reason why the historical society is sponsoring the meet is to promote the Sherburne S. Merrill railroad library located at the historical society.

A lunch and WLD membership business meeting will be held at the Merrill Eagles Club in one of their banquet rooms. Lunch will be a variety of cold cut sandwiches with a pickle and chips, plus American potato salad, baked beans, coffee, water and a cash bar.

Due to the space available at the MHS museum, it would not be practical to have traditional clinics. Instead we will have moderated modelers and photographers round table discussions (as the SLHTS does at their conventions).

Registration forms will be sent out at a later date.

SHOW OUTLINE:

Registration: 8am-Noon in the MHS front entrance

Swap area: 8am-Noon in the main hall

Photographer's round table: 9am-10:15 in the main hall

Modeler's round table: 10:30-11:45 in the main hall

Ongoing A/V (videos, powerpoint): 9am-11:30 in the Pine room

Museum exhibits, including Sherburne S. Merrill Railroad Library are included.

Lunch and WLD business meeting: Noon-2pm at Merrill Eagles Club

Model RR tours: 2pm-6:00 in Merrill and Wausau areas

MERRILL HISTORICAL SOCIETY:
100 E. Third St., Merrill WI 54452

MERRILL EAGLES CLUB:
1205 Lake St., Merrill WI 54452

More information contact:
Mike Wadinski: mdwadx@frontier.com



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Our proceeds, after expenses, support local non-profit organizations.



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**1001 Amber Avenue
Stevens Point, WI 54482**

**Saturday 9 AM – 5 PM
Sunday 10 AM – 3 PM**

Capitol 400 Midwest Region NMRA 2018 Convention

April 13, 14 & 15, 2018

www.nmra-scwd.org/convention



Registration Form

ALL FARES INCLUDE BANQUET

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

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

Please indicate any special dietary restrictions for the banquet:

FRIDAY AFTERNOON AND EVENING OPERATING SESSIONS

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

Afternoon Session 1-4:30pm

Evening Session 6:30-10pm

Bill Clancy Rio Grande Pacific _____

Bill & Rose Weber Union Pacific _____

Bob Wundrock RLD&M _____

Ken Hojnacki & Peter Reinhold NYO&W _____

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

Street: _____

City: _____ State: _____ Zip: _____

E-mail: _____ Phone #: () _____

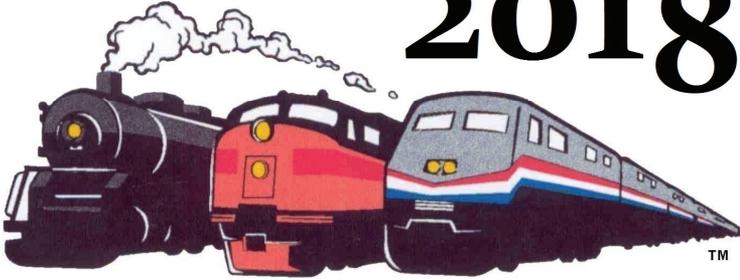
Mail to: **Capitol 400**
c/o Keith Thomsen—Registrar
7202 New Washburn Way
Madison, WI 53719

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

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2018



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