

# Waybill

Mid West Region NMRA –  
Summer 2010



## President's Report

By Bill Litkenhous, President, MWR

First of my message this quarter is a change in my lifestyle! My fiancé and I flew to Hawaii last month and wandered onto the beach at the west end of Waikiki and got married. Sunny and I have been going together for around four years and have been engaged for more than two years, so we figured it was time to get married and get on with our lives together. We have been looking for a house for about a year and finally found one that we like. Our criteria for the new house were a brick, one story ranch with a basement. The one that we have settled on is a wood frame two-story house with no basement plus a 1 acre plus lot and an in ground swimming pool. Everything we weren't looking for but this one suits us.

You ask, where will your model railroad go? Well, there is a detached two and one half car garage that we have nicknamed Bill's Train Shed. My Bedford Industrial Railroad will break down into two easy to move sections and will be rebuilt in the new train shed to give me something to work with until I can get started on my L&N Eastern Kentucky Division.

Some information on the local Bedford railroad situation. The STB gave approval for the abandonment of the Indiana Railroad (INRD) from Crane to Bedford. The INRD ran a final excursion train from Hiawatha Yard to Bedford on Friday May 7, 2010 to close out the history of the former Milwaukee Railroad in the area. I hear that they are planning to start pulling rail in the very near future. It will be a sad day in the history of railroading in southern Indiana.

On the last Saturday in April, the CID and the Bedford Kiwanis hosted the 14th annual train show and swap meet, which I have been the chairperson for all 14 years. Part of the show included the annual meetings of both the Central Indiana Division and the Midwest Region of the NMRA. Both meetings were held as scheduled and minutes of both meetings have been posted elsewhere for viewing.

After the train show, an operating session was held on Bryan Lemond's Utah Division of the Denver and Rio Grande Western for the MWR members that had traveled

to Bedford for the annual meetings and the MWR board meeting that was scheduled for the following day. About 15 of us showed up at Bryan's and had an enjoyable running the railroad.

On Sunday morning, the board met at the Crowne Plaza Hotel in Bloomington for the spring meeting. The minutes of this meeting will be posted in the near future. I would like to thank all those who made the trip into the southeastern corner of the MWR. I hope that you enjoyed the trip.

This is a reminder that the National convention is coming up very soon, July 11 thru July 18, 2010. If you haven't sent in your registration now is the time to do it. See you there.

Also, if you have some time to volunteer to help with the convention, contact the volunteer coordinator, Kathy Mangan for information on what help is needed and what you might be able to do.

I am looking forward to the National train show to see if any vendors will be displaying trolley equipment and supplies. Trolleys are attraction of mine and I am trying to locate some of the supplies necessary to build and operate a small trolley layout. Trolleys and interurbans were a staple in Indiana until the late thirties. There were also very commonplace in my hometown of Louisville. Interurbans operated out of Louisville through a system of spokes reaching neighboring communities until 1936. The trolleys of Louisville run until Derby day of 1948. The city fathers were not sure the buses could handle the Derby crowds so they ran the trolleys to the Derby and kept them on standby after the race, but never did use them again. I was fortunate to ride on one of the last lines the week before the Derby and that experience has stayed with me.

So far, I have acquired a Bowser Indiana Railroad high car, a Bachmann PCC car and two Bachmann Peter Witt cars, which I plan to paint and letter in the Louisville Railway Company livery. Bowser is also releasing a PCC car decorated in Louisville paint scheme latter this summer.

As you can see, after we get settled in the new house, I have a lot of plans ahead of me.

Hope to see you at the National Convention.

# The WAYBILL

Editor

David J. Leider MMR  
601 N. Elmhurst Rd.  
Prospect Hts. IL 60070  
847-253-7484

sooauthor@netzero.net

Associate Editor

Jim Osborn

## The WAYBILL

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## SUBSCRIPTIONS

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## CONTRIBUTIONS

Articles, photographs and artwork are encouraged in either hardcopy or electronic form. The editor uses Quark 4.1 as his publishing software on a Mac. Word documents are also acceptable, but please send the photographs as an attachment. Copy is due by the 10th of February, May, August and November and should be sent to the editor at the above address. Submitted material will be returned upon request.

## ADVERTISING

Deadlines for camera ready adds are the same as for the copy deadlines. Please submit by email to the editor as a TIF or .jpeg. We accept only railroad related adds. Advertising rates are:

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## Editor's Column

**OOPS!** There is a correction from the last issue from Dave Nelson's article: One photo never made it into his previous article. Here is the accompanying text and photo:

A rather elaborate (and I'll admit, largely fanciful) worm gear shaft runs to a large wheel gear from deodorant packaging set on an axle, with bearings taken from dental floss containers, braced and supported by "steel" parts from dental floss containers, all set on a base taken from dental floss packaging. The "original" source parts



This is the photo that was left out

## Spikes and tieplates:

I came across some interesting information from two divisions in the region regarding the age of members and how long they have been members. According to the latest "Timetable" from the Illinois Valley division, 75% of its members are 55 or older, with only 11 members less than 55. 48% of their members had an email address.

John Cloos of the Fox Valley Division did some research and discovered that of about 150 members, 49, or about one-third, had joined in that past 10 years. One member joined in 1935, and another in 1946. Other notable decades were 1990-1999, with 37 members and 1970-1979 with 28. It would be interesting to see how many are 55 and older (As I am)

There are quite a few crew changes in the Division. Many of the supertintendents are stepping down after many years of service. Hats off to all those who have served and congratulations to the

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the new crews. A full listing of the division and region officers is on the Midwest Region Website.

**Region news**  
**The next Board of Directors meeting will be held in Bloomington Illinois on October 3. Details to follow.**



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## 2011 Election

Petition Deadline Is August 19, 2010

Although the 2011 election is several months away, it is time to start the election cycle. In 2011 we will elect a President, a Vice-President and three (3) Directors-at-Large. Bill Litkenhous and Paul Mangan will complete their first two-year terms as President and Vice-President, respectively. They will be eligible to run for another term in 2011. Chris Roeben from the South Central Wisconsin Division and Jim Wise from the Illinois Valley Division, two of the three incumbent DALs, will complete their second two-year terms in 2011 and under the Bylaws will not be eligible to run for another term in 2011. Thanks to Chris and Jim for their dedicated service. Jim Allen from the Fox Valley Division was appointed to complete Duke Yerman's term ending in 2011. Jim will be eligible to run for his first full term in 2011.

There are two ways that your name can be placed on the ballot. The first is by recommendation of the Nominating Committee and approval of the Board of Directors. To be considered by the Nominating Committee (Chairman Jim Spice from the North Shore & Western Division and Members Reid Kahrs from the Wisconsin Southeastern Division and Jim Osborn from the Fox Valley Division), you must submit a biography/candidate's statement of 200 words or less and a 2x2, passport-style photo to the Committee with a copy to the Region Secretary (Bert Lattan), no later than August 19, 2010.

The preferred method of delivery is electronic mail. (While e-mail is not required to serve on the Board, it is highly desirable since the Board conducts pre and post meeting activity by e-mail.) If you do not have e-mail, you may mail your bio/photo to Bert Lattan, who will convert it to an electronic format and send it to the Committee. Addresses and e-mail addresses for the Committee and the Secretary are on the Region website ([www.mwr-nmra.org](http://www.mwr-nmra.org)).

The second method is by petition signed by at least ten (10) current, resident NMRA members. The petition form is available on the Region website or it may be requested from Bert Lattan. Your petition must be accompanied by a biography/candidate's statement of 200 words or less and a 2x2, passport-style photo. It must be received by Bert Lattan no later than August 19, 2010. He will convert it to an electronic format and forward it to the Committee.

The Committee will submit its recommendations and the names of all resident members nominated by petition to the Board of Directors for review and approval during its next meeting, which will be held on October 3, 2010 in Bloomington, Illinois.

Each candidate's biography/statement & photo and a ballot will be included in the Winter 2010 issue of the Waybill. The results of the election will be announced during the 2011 Annual Meeting of Members, which will be held on April 16, 2011 during the Spring 2011 Convention at the Radisson Hotel Madison in Madison, Wisconsin.

If you have any questions, feel free to contact any member of the Committee or the Secretary. —Jim Spice

## Minutes, Annual Meeting of Members, Midwest Region, NMRA, April 24, 2010

TENTATIVE AND PRELIMINARY DRAFT  
FOR REVIEW AND DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE

President Bill Litkenhous called the meeting to order at 10:45 am in the Bedford National Guard Armory in Bedford, Indiana. In Bert Lattan's absence, Bill appointed Paul Mangan Secretary for the Meeting.

Minutes from the Annual Meeting of Members held on April 18, 2009 were approved as written and published in the Summer 2009 issue of the Waybill.

### Reports

Bill Litkenhous read the financial report. As of December 31, 2009, assets consisting of cash in the bank and certificates of deposit were \$36,128.47. Liabilities consisting of the Moskal Award Fund (\$165.20) and the Youth Fund (\$7,130.42) were \$7,295.62. Equity was \$28,832.85. For the year ended December 31, 2009 revenues, primarily from Waybill subscriptions and the NMRA dues rebate, were \$8,721.35; expenses, primarily for the Waybill, were \$6,201.06 and net revenue was \$2,520.29. A motion was adopted approving the financial report.

### New Business

Bill Litkenhous announced the winners of the recent election:

|                    |   |
|--------------------|---|
| Directors-at-Large | Ingrid Drozdak, North Shore & Western Division  |
|                    | Mike Hurlburt, Wisconsin Southeastern Division  |
|                    | Jim Osborn, Fox Valley Division                 |
|                    | Barb Rothwell, South Central Wisconsin Division |

Bill thanked Fred Henize, DuPage Division, and David Leider, Fox Valley Division for also running for Director-at-Large.

Paul Mangan said that the Spring 2011 Convention, hosted by the South Central Wisconsin Division, would be held at the Radisson Hotel Madison, 517 Grand Canyon Drive, Madison, Wisconsin 53719 on April 15, 16 & 17, 2011.

Kathy Mangan said that volunteers were still needed to help with the 2010 National Convention in Milwaukee.

Gary Children urged members who have not registered for the National Convention to register soon since undersubscribed tours are being considered for cancellation. Gary also commented on planned clinics, various tours, the East

Troy Electric Railroad Museum and the Friday fish fry.

Bryan Lemonds said the operating session on his D&RGW layout would begin at 7:30 pm.

The meeting was adjourned at 11:00 am.

Respectfully submitted,

Paul Mangan  
Secretary for the Meeting

### **Midwest Region Achievement Program Report by Marvin Preussler- MWR AP Manager**

I am happy to report that there has been some activity from our members. Members continue to take part in the Achievement Program all over the Midwest Region. It is always fun to help answer questions and to guide our members in the AP. Take a look at the following:

The following member received an AP Certificate:  
Jim McQueeny , Rockford, IL - Cars MWR Certificate # 868

The following member received the Golden Spike Award:  
Harold March, Elmhurst, IL

There are a few more AP applications that are into National right now, but they have not yet been processed and returned to me. I should have more to report for the next issue of the Waybill.

If you know these folks personally or see them at your next train show, be sure to congratulate them on their achievement. I hope to be able to process more certificates in the near future as the National convention draws near. As always, work with your division Achievement Program Manager first, and if there is a problem, feel free to contact me. Thanks!

Marvin Preussler, MMR

### **MMR EARNED MARVIN R. PREUSSLER EARNS MMR #432 by Marvin Preussler, MMR**

I was introduced to model railroading by my father, Merlin, at a very young age. He had a Lionel O 27 layout that he set up on a ping pong table every year around Christmastime. My older brother, Mark, decided that HO scale was more prototypical. Dad then bought a Lionel HO scale train set and we set that up on a more permanent table. My dad had a co-worker who was also a great model

railroader whose name is Herb Weiss. Seeing Herb's excellent layout was really a big influence for me. It was the first HO scale prototype based model railroad that I had ever seen. Seeing Herb's layout for the first time was what really got me hooked into the hobby.

Merlin, Mark, and I took down the small HO scale train set and started construction on a new layout that took up the entire basement at my parents house. Herb had some really nice contest quality custom painted locomotives. There was an NMRA division meet going on nearby, so I did a locomotive, entered it into the model contest, and failed miserably! The NMRA contest judge, Dave Allen, pointed out and made notes as to what I could do better the next time. I took his advice and custom painted and detailed a new locomotive model and took my first Best of Show award in the model contest. I was 23 at the time, so this was a pretty big accomplishment for me in my mind.

After that I met Rich Hanke from Manitowoc, WI. He is a life member of the NMRA and was our Winnebagoland Division AP Chairman at that time. Rich was giving a clinic on the AP Program at one of our meets, so I listened and got interested in it. Rich encouraged me to join the NMRA and get involved with the AP. I did both and started earning AP certificates for the work that I did on my section of the layout at my parent's house.

It was a lot of fun entering the model contests in our Winnebagoland Division because my brother Mark would enter a model in the same contest. Mark is an extremely talented prototype modeler who is also going to be a MMR soon too. So we always had a friendly competition going at these meets. I am younger than Mark by just a few years, so I always kind of looked at what he was doing and wanted to do that too. Of course, I wanted to do it better. That is how it works with brothers! So during the rides to our Division meets, I would be telling Mark how



Don Manlick, MMR #56 and the most recent MMR from the Winnebagoland Division, Marvin Preussler, MMR #432.

bad I was going to beat his model, and he would be giving me reasons why his model was superior to mine! We certainly became better modelers because of the rivalry and getting involved in the Division model contests.

I moved out and got my own house and started my own operations based prototype HO scale layout based on the Green Bay & Western Railroad. I earned more certificates along the way due to the building of this layout and the limited number of models available at the time for the GB&W. After the layout was operable, Mark created our own operating group called LAPM. (Lakeshore Area Prototype Modelers) One of the members in our group is Don Manlick from Manitowoc, WI. Don is MMR #56 and he is the best modeler that I have ever met. Don has encouraged me and shared a lot of his knowledge of the AP and modeling in general with me. Don had worked for the C&NW so he gained a lot of knowledge from his job that he could apply to modeling. His attention to detail when it comes to modeling is second to none in my opinion. Don was our Winnebagoland Division AP chairman, so when he stepped down, I took over that position. I then got more involved going to Midwest Region meets. I met Bill Myers at a Midwest Region meet. He was our MWR AP Chairman. I enjoyed working with him for many years. Due to health concerns, Bill asked me if I wanted to be the Midwest Region AP Chairman. So, in 2006, I took over as the MWR AP Chairman and am presently serving the NMRA in that capacity.

Getting involved in the NMRA and the AP was a great opportunity for me. I never set out to be a MMR, but I figured as long as I was doing these various things, I should just fill out the paperwork and get the credit for it. I have definitely become a better modeler due to my participation in the AP. I can say that I have enjoyed the hobby also by helping others working in the AP. It has also been a great pleasure to meet so many fine modelers along the way. I would like to thank Rich Hanke for getting me involved in the AP. I would also like to thank Dave Allen, our Winnebagoland Division contest chairman, who is a fantastic modeler, for all his insight and advice through the years. Also, big thanks to my brother Mark, Don Manlick, Joe DeGroot, Dale Krueger, Ivan Ver Gowe, and of course my dad Merlin, who started this all, and my mom Marilyn who put up with it!

I have earned the following certificates: Model Railroad Author, Chief Dispatcher, Volunteer, Master Builder-Motive Power, Master Builder- Scenery, Model Railroad Engineer-Electrical, and Model Railroad Official.

## Frugal Modeler by David Nelson

Fireplace ash and charred wood, plentiful and free for those with a home fireplace, have a number of model railroad applications, some obvious, some not so obvious.

Don't get too frugal here; the ash from those hamburgers on a charcoal grill is surely contaminated by bits of food and grease, but sticks and paper burned in a clean grill will give you usable ash. Ash is somewhat abrasive and should be kept away from wheel bearings, gears, and motors. And remember, an ember can remain "live" for days after a fire goes out.

Sticks of charcoal, a common art supply, can be a very effective dry weathering tool, and a bit of charred wood is a free alternative. I simulate the darker center lane of roads or streets by applying a line of charcoal or charred wood, and lightly smudge it with an old mascara brush, a bit of sponge, or an old toothbrush. The resulting



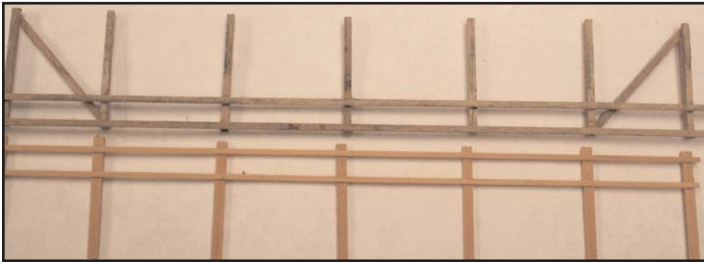
darker light line is affixed with Dullcoat. As with any scenery technique, experiment before trying this on a signature scene on the layout, and be warned: if you use a Sharpie pen to create the road cracks sealed with tar, Dullcoat dissolves Sharpie lines. Another use for black charred wood: drawn along a straight edge in the exact center of your track, it mimics the precise oil drip line you see on heavily used helper districts, Byron Hill on the old Soo Line being a good example.

I sift the pure gray ash into a fine powder. Dry ash is a great way to lightly "age" unpainted wood. The photo compares two fences for a bridge, both unpainted wood, but one is aged lightly with ash. No Dullcoat or other fixative seems needed for this purpose and none was applied.



Fireplace ash in the sifter. All photos by Dave Nelson.

Really dark weatherbeaten unpainted wood can be modeled if crushed charred wood is used to darken the strip-wood.



Above: treated and untreated lumber used in a fence.  
Right: Ash used to make a gravel road.



As with commercial weathering powders and pastels, the surface needs to be protected with a matte fixative such as Testor's Dullcoat, particularly if the model will be handled or is near sources of moisture such as oil-based "smoking" locomotives or structures. Since spraying the fixative invariably diminishes and alters the carefully worked-up effect, a series of repeated applications of powders and fixative is needed. This can get frustrating and expensive. We can't make it less frustrating but we can at least use ash an inexpensive first coat, with true weathering powders to follow.

An alley, road, or driveway of crushed gravel can be a challenging thing to model convincingly, but finely sifted ash makes for a surprisingly realistic-looking gravel surface. Within confines set by lightly applied lines of masking tape, I applied diluted white glue, sifted the ash over the wet surface, and finely misted isopropyl alcohol over the ash to make it "set" into the glue.

Not shown in a photo, but when removing the lettering from commercial rolling stock, a bit of gray ash gives some added "tooth" when combined with diluted isopropyl alcohol. That slightly abrasive quality is why some people use fireplace ash to polish silver.

Sifted ash can also provide a "free" weathering powder. The photo compares two black hopper cars, one pristine, while the other has received repeated and vigorous applications of various shades of black/gray/white fireplace ash, fixed with Dullcoat. No airbrushing or other weathering of any kind was involved, although the old toothbrush that applied the ash probably itself dulled the paint job. The car was first washed in detergent to remove fingerprints; rubber gloves are worn throughout. We'll lack the yellows, browns and reds that can make powdered dry weathering so varied and interesting, but our goal is for the car to look other than brand-new, and we can be absolutely lavish with the fireplace ash in ways that would not be practical with commercial products.

Below: Hopper car weathered with sifted ash.



## Announcing CIRROPS 2010: An Ops-'til-you-drop Weekend

by Bob Lehnen

Chair, CIRROPS 2010 Organizing Committee



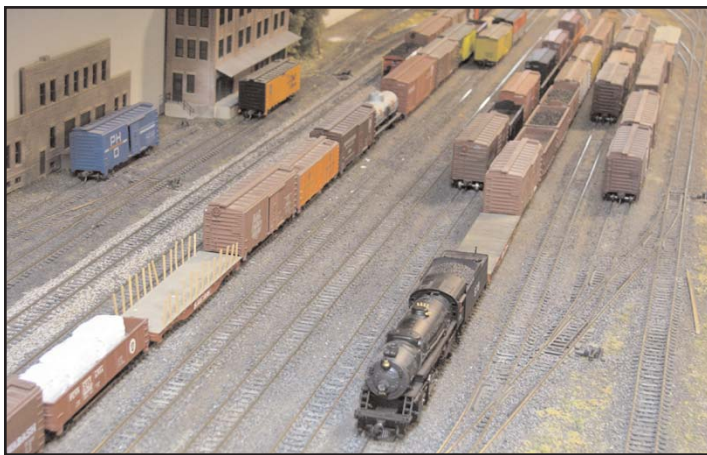
The Central Indiana Division (CID) announces CIRROPS 2010 to be held the weekend of October 8 through 10, 2010 in Indianapolis. CIRROPS (Central Indiana Railroad Operators) is an Ops-'til-you-drop weekend event featuring a four operating session format. CIRROPS begins with an ops session on Friday evening (October 8), continues with two on Saturday (October 9), and ends on Sunday morning (October 10) with one. In response to your feedback from CIRROPS 2008, we have added a Meet-and-greet session to the schedule for Saturday night, so that operators from near and far will have an opportunity to gather and share their experiences. CIRROPS 2010 is sponsored by the Central Indiana Division, Midwest Region of the NMRA and the Operations SIG (OpSIG).

The CIRROPS 2010 organizing committee is recruiting an outstanding group of layouts—some familiar to those who attended Cirrops 2008 and some new. Most of your favorite layouts from CIRROPS 2008 will be back, including Tim Kerkhoff's Union Pacific, Chuck Tuttle's Salt

Creek and Eastern, Bryan Lemonds Denver & Rio Grande Western, Utah Division, Jim Munns Chicago & Northwestern, Mike Duncan's Milwaukee Road, and Bob Lehn's Chicago & Eastern Illinois in the 1950s. One major loss was Larry Swanson's beautiful layout, which succumbed to an unanticipated move in October 2009

after 19 years of operation. Larry assures all of us that once he finds suitable housing, a new and improved layout will be forthcoming.

As many as 10 new layouts will join CIRROPS 2010, including Terry Gilmore's freelanced Inland Pacific. Terry's layout features operations using track warrants. Pete Pedigo's one and one-quarter inch scale New Unionville & Western allows you to ride as well as watch the trains operate on his "layout". Steve Johnson's Illinois Central Gulf in the 1970s models the ICG from Markham Yard (Chicago) to southern Illinois and beyond. He uses CATS/JMRI for dispatching. If you like dispatching, be sure to ask for the job on Steve's layout.



Above: Steam is alive and well on Chuck Tuttle's Salt Creek & Eastern as a freight arrives at Tuthill.

Right: Yardmaster Al Kohut calls the dispatcher on Bryan Lemonds Denver & Rio Grande Western, Utah Division. Below: Yardmasters Will Jordan and Drake Omstead build a local at Brewer Yard at Danville, Illinois on Bob Lehn's Chicago & Eastern Illinois (C&E) in the 1950s (lower deck). A freight passes through Sullivan, Indiana on the upper deck.



Additional information about participating layouts, the operating schedule, accommodations, and registration will be posted on our website [www.cirrops.org](http://www.cirrops.org). Expect the website to be operational no later than June 1. Registration will open in early July.

The CID encourages NMRA members who have never attended an ops weekend to try out CIRROPS. No prior operating experience is required, just a willingness to learn about the many ways that prototype railroads operated their trains. Spend a weekend running trains and experiencing a growing part of the model railroading hobby. Mark your calendars now so that you do not miss the fun of running trains in central Indiana.



## The Badgerland Express 2011

Friday - Saturday - Sunday  
 April 15-16-17, 2011  
 Madison, Wisconsin

**The Radisson Hotel** on Madison's West Side is the convention hotel. A block of rooms has been set aside with a special rate of \$99.00 per night. For early arrivals there are a few set aside for April 14th. The Radisson hotel is near West Town Mall with plenty of restaurants and shopping within walking distance. And by the way, there are two hobby shops in the area of the Radisson. Hotel reservations can be made by calling (608) 833-0100 and asking for the rate for the South Central Model RR-NMRA.

The South Central Wisconsin Division, the Midwest Region and the NMRA is pleased to invite you to Madison, Wisconsin, and the Badgerland Express 2011

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