



## 2024 November Issue

### October Meeting Report

(7) members were in attendance: Ray Puls, Ron Schlicht, Tom Patterson, Jeff Madden, Larry Blank, Dave Hunsicker, Fred Vergenz, Bob Blomberg, Jerry Poniewaz.

President Ray Puls called the meeting to order.

Roy Meissner was unable to make the meeting. There was no treasure's report.

Jeff Madden followed with the minutes of the last meeting.

### Old Business:

1. No issues were discussed.

### New Business:

1. We all discussed the upcoming Fall S Fest in St. Louis
2. The Milwaukee Road boxcar to be produced by American Models was discussed further. It was decided on two numbers for the orange and maroon one, and one would have a silver roof and ends and the other black. It was also proposed to have a special all-orange version done in a limited amount. It was thought that maybe a 90-10 hi-rail to scale order might be considered.
3. The BSG club agreed to print 200 preliminary flyers about our 2025 FSF to distribute in St. Louis and the 2025 Spring S Spree. The actual registration forms should also be available in the spring.
4. Putting an ad in the Dispatch in 2025 about the Fall S Fest was discussed.
5. About 100 patches was the suggested amount for the FSF in 2025.
6. It was suggested that the BSG do a little article for the Dispatch regarding our upcoming 50<sup>th</sup> anniversary.
7. Bill Cantrell of the Chicago Area S Gaugers will assist the BSG in the registration forms and mailing brochure.

8. Club dues was discussed
9. Progress is being made on our permanent setup in Waukesha. Ron Schlicht is working feverishly on creating a traditional Plasticville village look on one end of the layout. The club is also widening the long sides of the layout to enable a second double-track loop. Then it would be possible to run 4 trains at once. Future scenery modifications were also discussed.
10. The annual Trainfest in Milwaukee will have the Chicago Area club participating this year, but the BSG will not have any layout there for the first time. Rumor has it that Trainfest will be moving back to the State Fair grounds in the future.

Meeting adjourned at 2:30 p.m.  
Jeff Madden

After the general meeting, Joel Lebovitz brought some "show and tell" items. One was a modification in progress to add a refrigerator unit with sound to a modern American Models 50' Union Pacific boxcar. The other was kit-bash project of making hi-level Metra commuter cars using American Models smooth-side passenger cars.

### Clubhouse Clatter

So, what's happening with the Badgerland S Gaugers. At the last open house, October 5th, the public turnout was one of the best, not hundreds but a few interested parties. Six BSG members dropped in, some briefly, and some for an extended period of time. Tom Patterson ran a train that consisted of his ABA set of F3s (all powered), 32 cars (possibly a new clubhouse record) and one caboose. It ran continuously for six hours without a single derailment or coupler separation. A lot of credit has to go to Ray Puls for reassembling the layout and fixing the major damage to the trackwork, making the layout functional again.

## **BSG Layout Progress**

As noted, one end of the layout is being done in the “Old School. 50’s style, toy train layout fashion. Some of the visiting observers mentioned that it had a “**nostalgic**” appearance. Truthfully, this is exactly what your editor wanted. The “**really great, labor intensive, time consuming, scale perfection**” is not what every model builder is capable of, or for that manner, has the desire to accomplish. The intension of the modular layout is to illustrate the different style of approaches on the same layout. Therefore, if you like the idea, great. However, if you detest **Plasticville** structures, you’re not going to be thrilled with that end of the layout.

Construction has started on the addition of the two new loops of track on the layout. This will allow our members access to four main lines. The layout has Lionel TMCC controls, for the existing two lines, which were donated by Ron Schlicht. If we ever got enough member to show up with their trains, and if their engines and have the appropriate circuit boards, who knows how many trains could run on the layout at one time five, six, or more?

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Last year’s window Christmas display was decent, but we need to make it look more like a “Layout”. If there are any items that you have no use for that might fit into a G gauge setting, please let me know. I only wish that more of our members would stop by the clubhouse to see the direction the club is going and enjoy all of the upcoming benefits of being a Badgerland S Gauger.

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Over the last couple month’s BSG has acquired a number of S Gauge items have been donated to our club. There are a number of scale items and a lot of American Flyer ones. This includes not only engines and cars but operating accessories. Among many of those, are items that are still in the original packaging and were “never “ used, they are still in the paper wrappings. Some were taken and sold at Fall S Fest in St. Louis. Some of the remainder will be taken to the Lionel Swap meets, but many will be available at the BSG clubhouse. Proceeds for these items will be going to BSG for club use.

There are still a small number of items left from Jeff Young’s collection, which Kim Young has graciously donated to BSG.

For more information Contact Ron Schlicht.  
(414) 477-7866 or email [rons48tblue@gmail.com](mailto:rons48tblue@gmail.com).

## **Fall S Fest 2024**

If you didn’t attend 2024 Fall S Fest which was hosted by the American Flyer S Gaugers of the St. Louis Area, I can only tell you about the swap portion since I was only there Friday and Saturday afternoon.

From my perspective FSF 2024 was very well organized. There are a few procedures that BSG may be implementing when we host in 2025. One other “major” point is that I feel that they should definitely receive a “**congeniality**” award. This was a fun event and the staff was over the top in how they treated the attendees. I’m sure that it was not only me.

### **St. Louis Fall S Fest Report** **by Jeff Madden**

Of the BSG members only Ron Schlicht, Tom Patterson and myself attended the event on Oct. 25-27 at the Hilton Doubletree in the St. Louis area. As this is written I don’t have all the statistics on attendance or contest winners, etc., but that will come later from the St. Louis group itself. Ron Schlicht, Tom Patterson and myself had tables. It appeared tables were all sold out and attendance seemed normal. There was plenty of buying and selling. About 70 to 80 percent of the tables sold mostly Flyer, but there was scale there too including American Models. Andy Jugle was there with his unique original American Flyer items for sale and display. The two sons of the late Jim Larson (State-Line) were there with lots of Flyer and some scale items too., There also was the family of the late Moe Berk (long-time club leader) selling much of his Winross collection. Yes, I bought one truck. ‘

Our BSG club had flyers for our FSF passed out to all the dealers.

The Hilton hotel was the usual one used for several years by the St. Louis club. It was an easy entry and exit on one level. Their club had a hi-rail (Gargraves track) running in the lobby. Constantly running was a New Haven electric pulling specially painted and interior detailed New Haven Flyer coaches. Also running was a modified old-time Flyer loco pushing the “Back to the Future” car. There was also a nice-looking MoPac passenger train zipping around the layout.

There were also several good clinics. I attended two. One was on LED lighting, and one was sort of a “show and tell” forum on mostly scale rolling stock creations hosted by John Mann. One attendee, Ben Trousdale discussed his 3-D printed modern hoppers, and he even displayed some underframes that can fit under the American Flier northeast caboose. Joel Lebovitz showed off the progress he is making of creating a Metra (Chicago area) commuter

train and the refrigerator unit being added to a boxcar. Several others also had some items to show. It was a unique way of doing a clinic, and it lasted almost two hours.

I have to mention one eating place for Friday afternoon after dealer setup and before sales time, and that was a nearby pub bar called the “Train Wreck”. I ate there with my wife and John and Penny Royal. It was good pub food.

Saturday night was the banquet which I attended with my wife. The food was decent. The speaker was one of the St. Louis club members who gave a Power Point slide show of his life as a real railroader. The auction followed with some good bargains.

For those who stuck around like I did, Sunday was layout tour day. My wife and I managed four of them. First was FSF chairman Joel Webber’s who has a nice hi-rail layout under construction. Next was my third visit to a regular – Cliff Saxton – who has a large Flyer layout with lots of animation and accessories. Besides the trains he has a trolley line and a mono-rail. Cliff lives in a house that was once an historic inn. Besides the Flyer layout he has small layouts of O, HO and N. His Flyer collection fills one wall. He even has an operating pinball machine and some juke boxes. Yes, my wife played a couple of tunes on the one that had 78rpm records – remember those?

The third layout was that of Charlie Albietz. This was a new one for me, and it was nice. Charlie has a large open basement with a huge half-scenicked hi-rail layout (American Models track). The scenicked part consists of spectacular bridges, tunnels, and rocky cliffs. Trains running included a Frisco passenger train and a Big Boy pulling a freight.

Getting to the fourth and final layout was a challenge as Mike Swederska lives about an hour west from St. Louis in sort of a state forest area. His house is way back up a rutted dirt road located on a hillside overlooking scenic river. Yes, he like to fish too. Mike is a scale craftsman first class as he scratch builds brass steam locomotives, especially ones that ran on the Missouri Pacific. His layout has mostly complete scenery, hand-laid track, and his minimum radius is 48 inches. The MoPac locomotive he ran when I was there was a Berkshire with sound and a lighted firebox – impressive.

Following the Sunday layout tours, my wife and I toured up towards Dubuque, Iowa to see some fall color – got home Tuesday afternoon. All in all, it was a fun long weekend. St. Louis always puts on a good show, and it was nice visiting with the regulars and some of our friends from Florida and Canada.

## *Fall S Fest 2025*

The major planning stages will be getting into full swing very soon.

## *The Photo Shop*

More interesting Pinterest photos.

I love trains and most model railroaders also have a love for real trains. Some like to watch trains and go lengths to view them in action. Some are more passionate than others, “**but really**”.

Let’s just sit on the front porch with our morning cup of coffee and try to keep it from rattling off the saucer. Amenity: No need to purchase an expensive vibrating beds.



Surprisingly there are no FOR SALE signs posted. Love those trains.



Second and third floor apartments for rent. “CHEAP”. I really hope that the first-floor establishment is not a tavern.

Better look both ways before crossing the street.



There are some parking restrictions required, however there is no real enforcement needed.

There have not been many comments on this proposed section of the newsletter just two positives. Good enough for me. This means like it or not, it’s here to stay.

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One of the problems with being your editor is trying to make the newsletter somewhat entertaining and informative. I'm always looking for interesting articles for my newsletters. I'm just one of those "play with toy trains guys" that knows little or nothing about "REAL TRAINS". I send my newsletters to other S gauge clubs and receive an exchange copy of theirs. Without a doubt, the best that I get is **The Waybill**, which is from the South Jersey S Gaugers editor and secretary Michael McConnell. On some occasions they have used some of my nonsense in their newsletters. The following article is from one of their last newsletters. I thought that the article, written by one of their members, was outstanding and I want to share it with the BSG members.

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## **Ten Trains That Changed the Course of History**

a Brief History by Ed Claypoole

I thought I'd step outside my usual boundaries this time. My past reports have always centered on trains within the U. S. borders, so I'm expanding the horizon, so to speak. In my search for something concerning train history, I came across a very interesting article. It lists the 10 trains that changed the course of transportation history, for one reason or another. Actually, some changed the course of history itself. The first railroads were nothing more than tracks on roads, and horses pulled wagons and carriages with their wheels modified to ride on the rails. The first steam locomotives were built in England, the birthplace of steam power, and the first locomotives in America were imported from England. Soon, however, Americans began to plan their own locomotives.

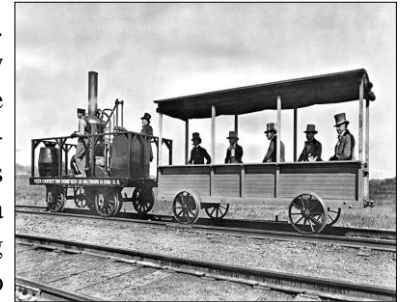
### **Liverpool and Manchester Railway**

The opening of the Liverpool and Manchester Railway in September 1830 marked the dawn of steam powered rail travel. Prior to its construction, most railways were horse-drawn and used to haul freight such as coal over short distances. The 31-mile railroad linking Liverpool and Manchester was one of the first to carry both passengers and freight by means of steam-powered locomotives, which were designed by George Stephenson, winner of the railroad's open design competition. These trains could travel up to 30 miles an hour, unheard of at the time. In the first year of operation the L & M trains carried over 500,000 passengers. Carrying cotton from the port of Liverpool to the mills of Manchester, the railroad spurred the development of England's Industrial Revolution, and its legacy lives on as the distance between the Liverpool and Manchester's rails chosen by Stephenson—4 feet, 8.5 inches remains the industry's standard gauge.

### **The Baltimore and Ohio Railroad**

The B & O's Tom Thumb was the first American-built steam locomotive to operate on a common-carrier railroad. In order to compete with the commercial boom experienced by New York City following the construction of the Erie Canal, leaders of the rival port of Baltimore proposed a 380-mile rail line linking the city with the Ohio River in Wheeling, West Virginia. In 1827, the Baltimore & Ohio Railroad became the first American company to be granted a charter to transport both passengers and freight, and it was the first American railway to employ steam locomotives to carry both passengers and freight on a regular schedule. Trains could not be moved by steam power until the steam engine could be mounted on wheels. The Tom Thumb was designed by Peter Cooper as a four-wheel locomotive with a vertical boiler and vertically mounted cylinders that drove the wheels

on one of the axles. President Andrew Jackson became the first commander-in-chief to ride the rails when he boarded a B&O train running from Ellicott's Mills to Baltimore in 1833



### **The Panama Railway**

When the Panama Railway was completed in 1855 railroad tracks linked the Atlantic and Pacific Oceans for the first time ever. It preceded the opening of the Panama Canal by half a century. The 50-mile railroad eased the arduous journey across the Panamanian isthmus for passengers who traveled by sea between the East and West Coasts of the United States, and it became popular with the tens of thousands of prospectors seeking riches from the California Gold Rush in the years before the completion of the transcontinental railroad in the United States. The Panama Railway, which transported cargo for steamship companies as well as U.S. mail, was the most intensively used freight rail line until the 1914 opening of the Panama Canal, which followed nearly the same route across the isthmus.

### **The Lincoln Funeral Train**

After departing Washington, D.C., on April 21, 1865, the black-draped train bearing the coffin of Lincoln spent nearly two weeks winding its way through 180 cities and seven states before reaching the assassinated president's burial site in his hometown of Springfield, Illinois. The need to keep Lincoln's body preserved on the 13-day journey as hundreds of thousands of Americans paid their respects helped popularize the nascent industry of funeral



embalming. It also served as a publicity boon for George Pullman, who lent the use of his new, luxurious sleeping cars for the comfort of passengers traveling from on the “Lincoln Special.” After Lincoln’s burial, orders took off for Pullman’s sleepers, which featured polished black walnut interiors, chandeliers and marble wash stands and made overnight travel much more enticing for passengers.



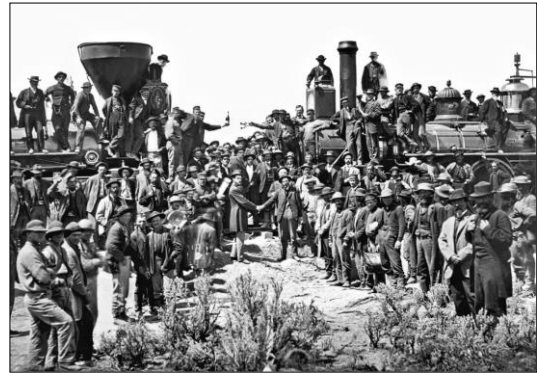
### **The Metropolitan Underground Railway**

The railway age reached new heights when trains began to operate at unprecedented depths below the streets of London on January 10, 1863, with the inauguration of the Metropolitan Underground Railway. The world’s first subway operated on a four-mile- long line connecting Paddington Station with the city’s financial district and was a hit from its opening day when it carried more than 30,000 passengers who rode in gas-lit wooden carriages hauled by steam locomotives. The London Underground proved the effectiveness of mass transit and eased the horse- drawn traffic congestion that was clogging the streets of the British capital and stifling its prosperity.

### **The Transcontinental Railroad**

A few years ago, a series called “Hell on Wheels” showed the building of the transcontinental railroad and the stiff competition between the Union Pacific and Central Pacific railroads. At Promontory, Utah, on May 10, 1869, the final spike was driven amid huge fanfare, and the transcontinental railway was completed. Constructed over the course of seven years with the Central Pacific Railroad building east from Sacramento, California, and the Union Pacific Railroad building west from Omaha, Nebraska, the transcontinental railroad slashed the travel time for the 3,000-mile cross-country journey from months to less than a week.

The transcontinental railroad contributed to the rapid westward expansion of the United States, bringing with it the rise of the Wild West and wars with Native American tribes who lived on those lands. It also made it economically feasible to extract the abundant resources of the West and transport them to the markets in the East.



### **The Trans-Siberian Railway**

If you have seen the movie “Trans-Siberian” you get an idea of the vastness of country where the Trans-Siberian Railway travels. Spanning eight time zones and almost 6,000 miles across treacherous sub- arctic terrain, the Trans-Siberian Railway was the longest and most-expensive railroads ever built when it was completed in 1916. By shortening from months to just eight days the time it took to travel from Moscow to Vladivostok, the Trans-Siberian allowed for greater government control over the world’s largest country.

The project required so much money that it led to economic shortages and inadequate weaponry for the Russian military in World War I which contributed to the Russian Revolution in 1917. The Communists used the railroad to consolidate power during the civil war that followed the Russian Revolution and to rush fresh soldiers to the battlefield during World War II. The railroad sparked eastward migration and also permitted the movement of coal, lumber and other raw materials from Siberia to Russia’s major cities.’



### **The Holocaust Trains**

During World War II, the German National Railway oversaw the forcible deportation of Jews and other Holocaust victims from Nazi ghettos to concentration camps such as Treblinka and Auschwitz where six million people were systematically murdered. Deported Jewish people were herded so tightly into freight cars and cattle cars without food or water that many died even before

arriving at the concentration camps. The Nazis could not have carried out the genocide on such a horrifying scale without the use of railroads, as Holocaust architect Heinrich Himmler alluded to in a January 1943 letter to the Nazi minister of transport: “If I am to wind things up quickly, I must have more trains for transports.”

**The Tokyo to Osaka Bullet Train**

Train travel entered a new era with the completion of a high-speed rail line between Tokyo and Osaka that sliced in half the travel time between the two cities. Opened just before the 1964 Summer Olympics in Tokyo, the “new main line” streaked at speeds of up to 125 miles per hour. The pioneering bullet train served as a symbol of Japan’s reconstruction as a post-war industrial power and, after carrying 100 million passengers in the first three years, demonstrated that high-speed rail could be a commercial success. The engineering for the Tōkaidō Shinkansen—which included dedicated tracks, no level crossings and no sharp curves—served as a template for future high-speed rail projects around the globe. Trains from Tokyo to Osaka depart from the Japanese capital at Tokyo Station and arrive at Shin-Osaka Station, a 345-mile trip that takes two hours and twenty minutes.



**The Eurostar**

When a rail tunnel under the English Channel opened in for the first time since the Ice Age. Built at a cost of \$16 billion, the 31-mile tunnel between Folkestone, England, and Coquelles, France, allowed Eurostar passengers to travel between London and Paris in just two-and-a-half hours and without the need for ferry transport.

Nicknamed the “Chunnel,” the world’s longest undersea tunnel was named one of the Seven Wonders of the Modern World by the American Society of Civil Engineers. The Channel Tunnel used by Eurostar services holds the record for having the longest underwater section of any tunnel in the world, My oldest daughter got to ride on the “Chunnel Train” during her senior trip. I remember her mentioning that the ride was

so smooth that she had no idea how fast the train was moving, even though the train was traveling at 186 miles an hour. Only when she looked out the window at the passing landscapes could she see how fast it was going.

**The BSG Searchlight**

I am always looking for ideas for articles that might be of interest to our members in the newsletters. We all might have some “Stuff” that we are either looking for or would like to find a new home for. BSG member, Tom Paterson threw out the idea of small ads in the newsletters for our members. BSG did this in the past. I’m going to try this column upcoming in the newsletters.

The only restriction will be that **“BSG Members Only”** will limit the number of listed items to 4 per newsletter. The ads will be posted for two consecutive newsletters then removed.

**Wanted:** Unbuilt, wood-sided, 40-foot, freight reefer kits by Kinsman or Scenery unlimited. Contact Tom Patterson: [tpatterson31@wi.rr.com](mailto:tpatterson31@wi.rr.com).

**Local Area Meets**

**Model Railroad Train Show Swap Meet  
Kenosha Union Club**

**3030 39<sup>th</sup> Avenue Kenosha, WI  
9:00 am To 1:00 pm  
Admission \$5.00**

2024 No future dates at this time  
2025

Their information is on Facebook. I’m not on Facebook  
Anyone with info on this meet please let me know.

Question? Why would you have a website and only have information on your business on Facebook only. It seems to me like you are missing out on a lot of model railroaders, who “might” attend your event, and may not wish to be on Facebook. Huh, or is it just me.

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**Lionel Swap Meets  
New Berlin Entertainment Center  
16000 West Cleveland Ave.**

**New Berlin, WI  
8:00 am To 12:00 pm  
Admission \$4.00**

2024	December	15
2025	January	19
	February	23
	March	16

**Lionel Open House Events  
Parkland Plaza  
2721 South Calhoun Road  
New Berlin, WI**

(Enter in the back of the building)

10:00 am To 5:00 pm

Donation \$2.00

2024	November	30
	December	1
2025	April	5
	April	6

Check website: [www.milw-lrrc.com](http://www.milw-lrrc.com)  
or call 262-754-9900

**Great Midwest Train Show**

**DuPage County Fairgrounds Wheaton, IL**

**9 am to 3:00 pm**

**Admission \$8.00**

2024	December	1
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**Wisconsin Southeastern Division Midwest Region (WISE) Meets**

**New Berlin Public Library Community Room**

**15105 Library Lane**

**New Berlin, WI**

**1:00 pm**

**“No Admission Charge”**

2024	December	14
2025	January	18
	February	22
	March	22

**Next BSG Meeting**

**Sunday December 15th**

**Club Location:**

**Time: 1:30 PM**

**Corner of South St. & Grand Ave.**

**Waukesha, WI 53186**

**Remember**, the same day of the Lionel swap meet.

**Update:**

Along with our clubhouse being open after all Lionel Club swap meets, the Waukesha Gandy Dancers and the Badgerland S Gaugers will have some additional open house events. The dates and times are as follows.

*November 23 <sup>rd</sup>	10:00 am – 8:00 pm
*November 24 <sup>th</sup>	10:00 am – 8:00 pm
December 7 <sup>th</sup>	10:00 am – 6:00 pm
January 25 <sup>th</sup>	10:00 am – 6:00 pm
January 26 <sup>th</sup>	10:00 am – 6:00 pm
March 1 <sup>st</sup>	10:00 am – 6:00 pm

For information on the Waukesha Co. Gandy Dancers  
Go to go: [WWW.WCGDRRAILROAD.COM](http://WWW.WCGDRRAILROAD.COM)

\*Note: November 23<sup>rd</sup> & 24<sup>th</sup> are the same weekend as Trainfest. BSG will not be represented at this year’s Trainfest.

**BSG Inventory**

Contact Ron Schlicht Phone (414) 477-7866 Email:  
[rons48tblue@gmail.com](mailto:rons48tblue@gmail.com)

2021 Fall S Fest Hoppers (Hi-Rail Only) \$55.00 Each  
Furnished with Coal Loads



Shipping \$11.00 on 1st car. \$4.00 ea. additional car.

The cars are also available at the BSG clubhouse

**Badgerland S Gaugers Club Officers**

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**BSG encourages its members to share any new or existing product information they may found to be beneficial. Share your scenery, technical or operational experiences on your own home layouts for the BSG newsletters. Photos are encouraged.**

**Send any comments or suggestions to:**



**Ron Schlicht - [rons48tblue@gmail.com](mailto:rons48tblue@gmail.com)**





# ***THE BADGERLAND S GAUGERS***

**INVITE YOU TO**

## ***2025 FALL S FEST***

**WAUKESHA, WISCONSIN FRIDAY - SUNDAY OCT. 31 - NOV. 2, 2025**

### **“NEW LOCATION”**

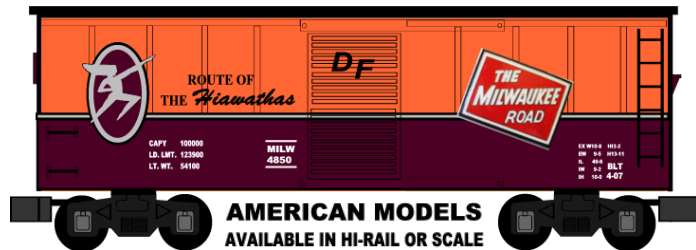
**Waukesha County Expo Center**

**1000 Northview Rd • Waukesha 53188**

**Same Grounds as the 25<sup>th</sup> Fall S Fest Different Buildings**

**Two adjoining halls nearly 14,000 sq. ft.**

**Popular Concession Stand in the Hall**



**Note: Car will be offered in 2 Color Schemes & 2-Numbers**

### **TRADITIONAL FALL S FEST FUN AND ACTIVITIES**

### **BADGERLAND S FEST UPDATES**

- Expect your registration packet in May 2025
- If you have attended Fall S Fest in the past five years, you will be on our mailing list.
- Updates will be made on a regular basis on our website at **[www.trainweb.org/bsg](http://www.trainweb.org/bsg) or [NASG.org](http://NASG.org)**
- For Additional Information Call: Ron Schlicht (414) 477-7866

***KEEP THE TRADITION ALIVE***

***RENEW OLD FRIENDSHIPS***

***AND MAKE NEW ONES***

***AT THE 2025 FALL S FEST IN WAUKESHA, WI***

***HOSTED BY THE BADGERLAND S GAUGERS***

***CO- SPONSORED BY THE AMERICAN FLYER S GAUGERS OF THE ST. LOUIS AREA  
AND THE CHICAGOLAND ASSOCIATION OF S GAUGERS.***