

Deadline for Submission to the February Issue:
January 20, 2024



January 2024

THE “INTERIM” HEAD OWL HOOTS

Burnell Breaker

Happy New Year – 2024

I am writing this before the holidays but am already thinking of this upcoming new year, what we've got planned for the balance of this season and thinking ahead to the 2024-2025 season. Look at the schedule of events on page 3 and note the dates in your calendars. January we've got Train School at the Hoeppner-Horn VFW Hall in New Berlin. February gives us the Mad City Train Show in Madison and our monthly meet at the New Berlin Entertainment Center. In March, we have our monthly meet and membership meeting again at the New Berlin Entertainment Center. April finishes off this season with a chartered trip, tour of shop buildings and a box lunch at the East Troy Trolley Museum. You can sign up for East Troy at Train School and our February and March meets. This trip is only available to WISE members and immediate family members. We have one event in place for next season. Our first meet of the 2024-2025 season will be a Modeler's Retreat Saturday September 28, 2024, at St. Paul's Lutheran Church in Kenosha. More news regarding this event as we finalize details.

As we look to the next season and the future, there are some things we need to think about. Traditionally, for many years, we have held our meets on the third Sunday afternoon of the month at a hotel or restaurant meeting rooms. When we had Trainfest paying our bills, we were able to afford places like this. Now that we do not

have income from Trainfest, we need to find a better, cost-effective location(s). Since this is your Division, we are looking for your feedback on this question: Should we have our meets Saturday instead of Sunday? Should we stay with monthly meets, bimonthly, quarterly? Can we find someplace less expensive than the New Berlin Entertainment Center? Such as a church, community building, VFW or similar hall? We presently share the cost of the room (\$350) at the NBEC with the Lionel Railroad Club because they have it rented in the morning for their train show. It is a very nice room, but too large for our needs and we can't continue to pay the room cost. The hotels where we met in the past have priced themselves out of our price range since covid and some have eliminated the meeting rooms we used to rent. If you have an idea for a place where we can meet for little or no cost and a preference for Saturday versus Sunday, let us know at a meet or contact me via email superintendent@trainfest.com or phone 262-939-9193.

At Train School we will be offering a freight car kit or building kit for a child to assemble and take home. From the collections that have been donated to us, we have set aside the Athearn blue box car kits and have many leftover Walthers building kits from our previous Trainfest Make and Take program. We have some small screwdrivers, knives for sprue cutting and glue available.

We could use a couple of people to help with this. We, also, could use help with car, locomotive and layout maintenance. If you can help out in any way, contact myself superintendent@trainfest.com or David Mielke, our Train School Coordinator mielkemanor@wi.rr.com.

We could really use help with our donations management. We have acquired several model railroad collection donations and have been slowly going through everything, selling at local train shows and eBay. This is not a hard job, but it does take some time when a large collection is donated to catalog, check items out and determine what to sell, eBay or throw out.

The positions of Picnic, Bus Trips, Video Library, Contests, A/V Tech and Assistant Paymaster are available to help get our Division back on track. These open positions, along with the uncertainty of not having candidates interested in being Superintendent, Assistant Superintendent and Member at Large, are a big reason why we are still inactive with the Constitution and By-Laws suspended. At 61, I am the youngest of the 4 officers in the Division. We need to be looking towards the future and trying to get younger people into the Division to be able to take over these important positions.

As you already have heard or will see the announcement on page 4, Trainfest will be back in 2024. We have licensed, for 2024, the use of Trainfest logo and trademark to Giant Shows LLC, the company that has taken over the Great Train Shows and World's Greatest Hobby on Tour from Great American Train Shows. They put on the show in 2022 with sponsorship from Kalmbach Media. Giant Shows LLC has decided to present Trainfest 2024 November 23 and 24, 2024 at the Wisconsin State Fair Park Exposition Center.

The reason for Giant Shows making the change to the fourth weekend is the presidential election next year. Advertising costs will be astronomical leading up to election day. With Wisconsin being a swing state, much money will be spent on advertising and the election is just days before the second weekend of the month.

WISE again will have a booth at Trainfest to promote ourselves, the NMRA and the hobby. We are also asking them to provide free booths at Trainfest to the SCWD, FVD, RRVD and WLD.

2024 is looking to be an exciting year for the WISE Division.

Let's all work together to make this a great year!

Happy New Year!

Burnell

Upcoming Division Events:

Executive Committee Meetings
January 10 7:00pm
Milwaukee Lionel Railroad Club

WISE Division Meeting
Train School
January 14 1:00 – 4:00pm



**Wisconsin Southeastern Division
Midwest Region
of the
National Model Railroad Association**

2023-2024 Schedule of Events

Sunday, October 15, 2023 - 1:00 p.m.

Monthly Meet - New Berlin Entertainment Center

16000 West Cleveland Avenue, New Berlin

(Non-members - \$5.00, Buy-Sell-Trade, Contests, Clinics, Layout Tour)

Sunday, November 19, 2023 - 1:00 p.m.

Monthly Meet - New Berlin Entertainment Center

16000 West Cleveland Avenue, New Berlin

(Non-members - \$5.00, Buy-Sell-Trade, Contests, Clinics, Layout Tour)

Sunday January 14, 2024 - 1:00 p.m.

Train School - Hoepfner-Horn Bros. VFW Post 5716

FREE ADMISSION - 17980 West Beloit Road, New Berlin

Learn about this great hobby and all it offers from local modelers.

Stations will be set up to discover different aspects of the hobby.

Saturday & Sunday, February 17-18, 2024

Mad City Train Show - Alliant Energy Center, Madison

(Extra Fare Event)

Sunday, February 25, 2024 - 1:00 p.m.

Monthly Meet - New Berlin Entertainment Center

16000 West Cleveland Avenue, New Berlin

(Non-members - \$5.00, Buy-Sell-Trade, Contests, Clinics, Layout Tour)

Sunday, March 17, 2024 - 1:00 p.m.

Monthly Meet and Membership Meeting

New Berlin Entertainment Center

16000 West Cleveland Avenue, New Berlin

(Non-members - \$5.00, Buy-Sell-Trade, Contests, Clinics, Layout Tour)

Sunday, April 21, 2024 - 11:00 a.m.

East Troy Electric Railroad

WISE Division members and their families only - pre-registration required

(Extra Fare Event - Train Ride, Car Barn Tours, Lunch)

**NEW - BRING & BRAG about your recent acquisitions,
layout progress or rail adventures at the Meets!**

see back side for contact and more information



Trainfest®

America's Largest Operating Model Railroad Show

November 23 – 24, 2024

Trainfest 2022 was a huge success!

Our attendance for the show was 20,557!

Thank you to everyone who exhibited, attended, participated, and supported Trainfest 2022.

We could not have done it without you.

We sincerely appreciate all the positive feedback and suggestions we have received about the show.

The next Trainfest is planned for November 23-24, 2024. Between now and then we will be using all the feedback and suggestions we received to build the best Trainfest possible. Our goal is for Trainfest 2024 to amaze and delight everyone from the most sophisticated hobbyist to families and kids of all ages.

Exhibitor sign up for the 2024 show will be available on [Home \(train-fest.com\)](http://train-fest.com) soon and tickets will go on sale in the Summer of 2024. The next update to this page is planned for January 1, 2024.

Once again thank you for your support.



Membership

Gary Hendrickson

We have learned of a recent change in NMRA headquarters' policy on expiring memberships. When an NMRA membership expires, NMRA will no longer send out magazines, division notices or other forms of communication.

This happened to me last summer and it took me by surprise. I had mislaid my NMRA renewal notice, which had come in the mail a couple months earlier. The remedy here is: Keep your NMRA renewal notice in plain sight, pop it right back in the mail, and stay in the loop!

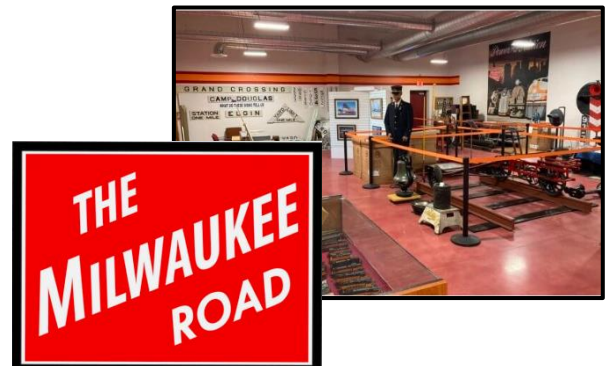
The 2024 edition of the WISE Division Train School is coming up January 14th. Check out the details on page 28 of this newsletter. This is an exciting opportunity for those new to the hobby to learn about modeling and connect with skilled modelers. We're one of the few divisions in the country that holds a Train School. A great event has been prepared, and our division boasts a great wealth of experience and knowledgeable mentorship in this hobby.

From time to time, we receive donations of train-oriented material for the benefit of the membership. At the Train School, we will have various magazines and how-to publications available for the taking.

So, call up those you think could benefit from this event and ask them to join you on January 14th.

The Milwaukee Road Museum and Archives is operated by the Milwaukee Road Historical Association. Open only on certain Saturdays during the summer, it celebrates and preserves the history of the Milwaukee Road, a major Class One railroad that once ran between Chicago, Milwaukee, the Twin Cities, and the Pacific Northwest. The Milwaukee Road Museum is located on IRM's historic Main Street adjacent to the Schroeder Mercantile Store. There is no additional entry cost for IRM visitors.

The Milwaukee Road Museum features a variety of artifacts from that railroad. Discover signage from stations and stops across the Midwest and west, artwork depicting the railroad's famous *Hiawatha* trains, and items like bells, signals, and uniforms that would have been common sights to the Milwaukee Road's patrons. Maps and models help tell the story of the railroad's extensive operations. The Milwaukee Road Historical Association also has a reading and research room located in the same building where those looking to explore the association's archival holdings can delve into the story of this famous railroad. The museum is in the Illinois Railway Museum at 7000 Olson Road Union, Illinois, 60180.



Making A Silk Purse – Part Five

Ken Mosny

This is a 10-part series in the RRVD Flimzie about building an 0-6-0 locomotive.

Modern model DCC stream locomotives are well past the simple wiring of a single wire connecting the tender to a terminal on the motor and maybe another to the headlight. Add sound to the mix with a speaker and capacitor in addition to a decoder, a headlight, rear light and whatever other effects that you can think of, and the quantity of wires increases several fold. Unless you are a dead railer with batteries on board, reliable wheel pickup becomes more critical than ever. Decoders and sound systems don't like the power interrupted. Analog DC locomotives could coast through minor power glitches and keep on going without a whimper. DCC with sound, not so much. This MDC 0-6-0 will need serious upgrades to the electrical system for sound to work well.

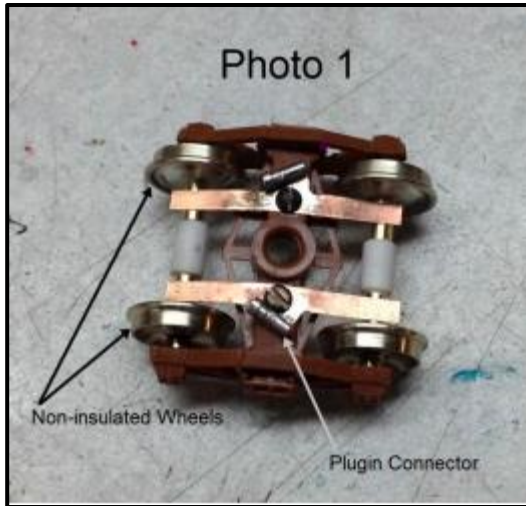
I use a type of socket clipped from a strip called a "machine tooled strip socket" for sockets as described in the Get Wired clinic handout [[Click Here](#)]. They are dirt cheap, a few cents apiece and readily available. I don't know how much current it takes to damage them, but I am pretty sure the one ampere plus of an old open frame motor will. I have used them with can motors typically found in HO locomotives drawing 0.20-0.30 amperes and they work fine. I suspect they are OK up to 0.50 amperes. Certainly, a short through them from atypical DCC power supply will destroy them.

Let's start with the drivers. This locomotive, like all diecast ones of the era, has a rigid frame without the drivers being equalized in some manor to adjust to uneven track. This means that effectively only three of the six drivers, one on one side and two one the

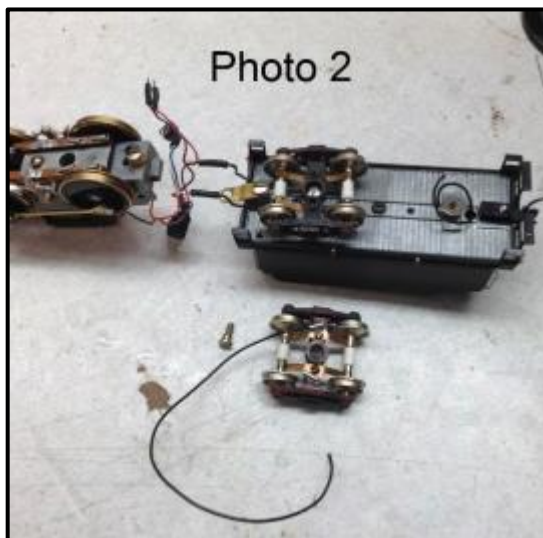
other. will be reliably in contact with the rails at a time. The locomotive constantly rocks selecting which three drivers touch the rails. The only way more than three drivers can have good contact with the rail is if everything is nearly perfect. The track would have to be very level, the drivers all the same size, the locomotive frame straight, axle slots all of equal depth and so forth. No way. Additionally, only the drivers on the non-insulated side are electrically used in the original wiring of this 0- 6-0. The other side is insulated and about half the time two of the three drivers in contact with the rail will be on the insulated side leaving only one driver on the other side conducting current to the locomotive. A bit of dirt, dead frog, or another glitch with that single driver will cause a stall. The odds are against good performance.

While I have a concept of a fairly easy way to equalize, i.e. spring, drivers on this locomotive, I have not tried it. That may be a future project for a tank style locomotive. I have found the easiest way to improve the electrical pickup is to rely primarily on the tender trucks. If you want to do one thing to improve the wheel pickup on a steam locomotive, install all wheel pickup tender trucks. Use all wheel wipers, equalized tender trucks, non-tarnishing wheels (solid nickel silver, or nickel plated), hard wired conduction and a well weighted tender. This will ensure that you can have eight wheels in contact with the rails most of the time. That is much better odds for reliable pickup. Photo 1 and photo 2 show these trucks and how they are mounted.

Making A Silk Purse – Part Five (continued)



I wrote an article for the winter 2015 Flimzie [\[click here\]](#) detailing how to make these trucks so I will only add some additional thoughts here.



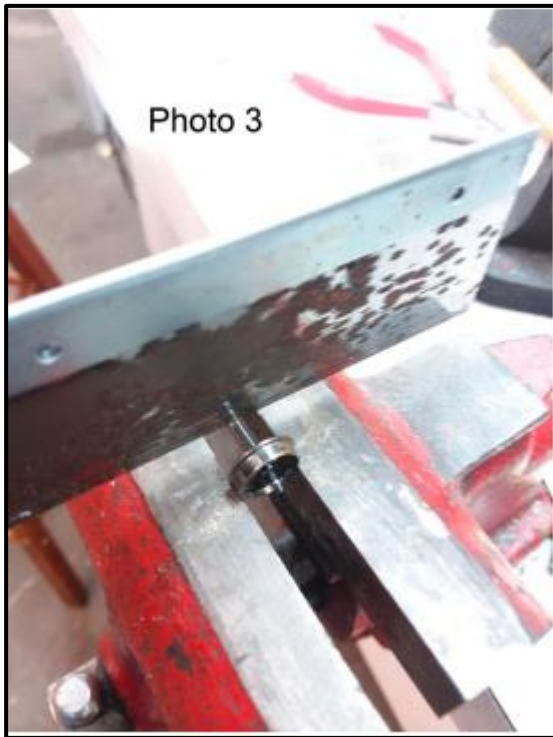
The solid plastic tender trucks like those that come with the later MDC kits, are the most readily available and can be used if you don't have plastic sprung trucks. Many people do not like sprung trucks because they can require work to get them to equalize properly. It is important that the parts slide freely and that all the springs are the same and not deformed. Springs are frequently launched across the room during assembly so they can be

frustrating to put together for those of us with only two hands. The trucks must sit level and square. Solid trucks with needle point axles do equalize somewhat. As the wheelsets slide side to side axially in the truck a little, the axle tips ride up and down in the side frame cones causing the wheelsets to tilt slightly. This effect is not nearly as good as equalized trucks, but if your track is very level, it may be good enough. Equalizing the wheels for this pickup truck is very important to keep all the wheels in electrical contact with the rails.

The article in the Flimzie also describes how to make the wheelsets by soldering solid nickel silver wheels to the axles. To make these trucks, none of the wheels are insulated from the axles. The insulation is from the plastic sleeve in the center joining the axle halves. I have never had a problem with the axle halves touching causing a short. The saw kerf plus a little dressing with a file is enough of a gap between the axle ends to keep from shorting. You can buy 3/32" bore nickel silver wheels from NWSL and assemble them yourself using 3/32" diameter brass axles salvaged from plastic wheelsets. Make sure the length of the axle is the same as than that of the original for your truck.

If you are satisfied with nickel plated brass rather than solid nickel silver wheels, Intermountain is a good choice. If you use a highly efficient low current motor, nickel plated wheels resist pitting because there is little, if any, arcing. No pitting means no abrasive cleaning to damage the plating. If the plating does get pitted, they are relatively cheap and easy to replace. Do not clean nickel plated wheels with abrasive or a wire brush like a Kaydee cleaner. That only wears off the plating. Do not use diecast zinc wheels, they oxidize, and, of course, they must have a metal axle. Carefully mark the center of the axle of an Intermountain wheelset and saw it in half. Cradling the wheelset in a vice make this easy, photo 3

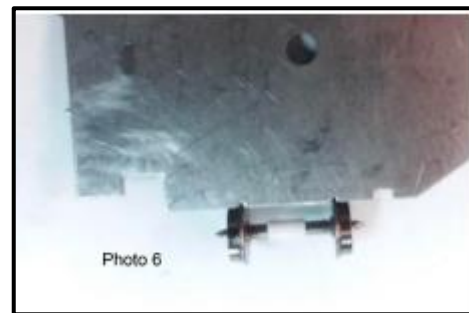
Making A Silk Purse – Part Five (continued)



Dress the cut end with a file and chamfer the sharp edge, photo 4.



If you do not have access to a lathe, it can be done by hand. I keep an old drill chuck on my bench for holding round parts like these while filing or other work. Enlarge the ID of 1/8" diameter Evergreen styrene tubing with a 3/32" drill, photo 5.



Roll the wheelset across the bench to verify they don't wobble. The Flimzie article mentions using CA in the sleeve. I do not use this anymore. The CA can soften the Evergreen styrene tube which results in a crooked axle that has to then be made over. I find CA isn't needed as the axles lightly press into the sleeves.

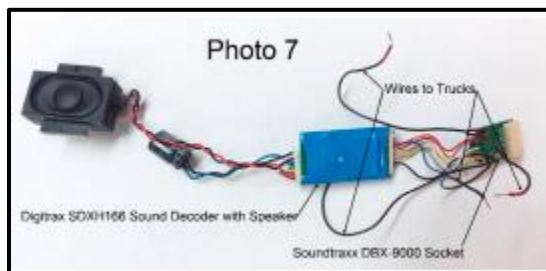
I make the wipers from 0.005" thick scraps of bronze weatherstrip that I have, but bronze weatherstrip seems to be getting hard to find. I saw only brass weatherstrip in stores which may work. From hobby suppliers, K&S makes 0.008" thick bronze sheet which seems a little stiff and Clover House has 0.003". A quick check of AliExpress and eBay found 0.10mm [0.004"] and 0.15mm [0.006"] in small quantities.

Making A Silk Purse – Part Five (continued)

I print the wiper patterns on mailing labels which easily peels and sticks to the bronze sheet.

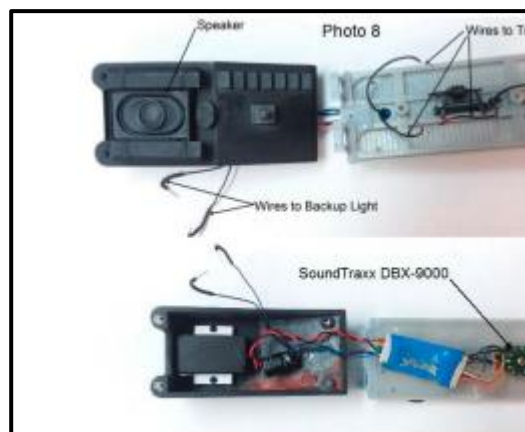
Here is a link to my pattern [\[Click Here\]](#) which uses the free Avery Design and Print Program to print on Avery labels or just plain paper that can be affixed with double sided tape. I can give you some printed on labels at an RRVD meet if you want to email me. A detailed description on how to punch the wipers can be found in the March 2022 Flimzie article “Punching your Models” [\[Click Here\]](#).

These trucks feature a socket to plug the wires into. You can just solder the wires to the wipers, but I prefer the plugin connectors because the trucks can be easily removed for maintenance. The wires that plug into the machine tooled strip sockets are #28 7x36 stranded PVC coated wire, a standard type of wire. If you tin the ends, they will plug into the truck sockets nicely. Photo 7 shows the tender wiring harness with the sound decoder.



The decoder wires and truck wires are soldered to a SoundTraxx DBX-9000 socket PC board which provides up to nine connections between the locomotive and tender. Of the nine, I am using only six, two for track power, two for motor power and two for the headlights. Note that two of the truck wires have ends painted red to designate the right rail usage. I chose the Digitrax SDHX166 sound decoder for two reasons. First, it is one of the least expensive sound

decoders on the market and second, it came with a rectangular enclosed speaker that is a perfect fit in the coal bunker I fabricated for this tender. I do not care for the preloaded steam sounds, but Digitrax provides the software so you can change it yourself using a PR4 USB to LocoNet Interface. The SoundTraxx DBX-9000 connector at \$16.00, is expensive, in my opinion, but I like the small size for more connections than I will ever need and fairly low plug insertion force. There are Chinese knockoffs of these on AliExpress for about \$5.50, but they are larger in size. They would not fit in a small tender such as this but would be suitable for larger scale tenders and long-haul type HO tenders. Photo 8 shows the electronics mounted in the tender.

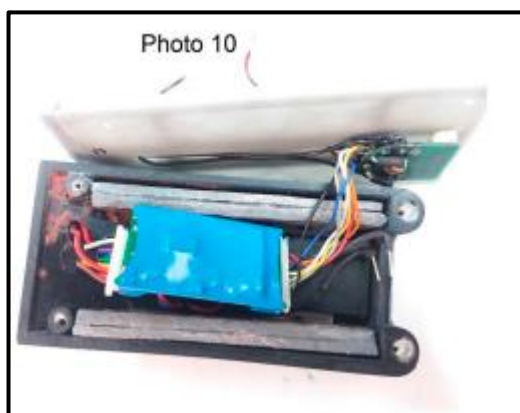
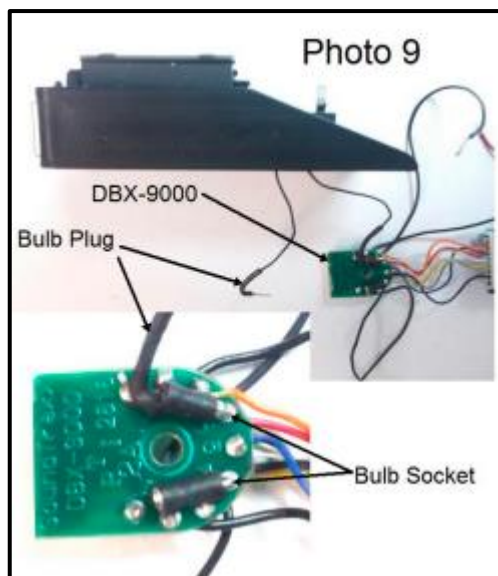


Blocks of styrene were glued to the sides of the speaker for mounting with #0 sheet metal screws.

Photo 9 shows the Minitronics bulb backup light glued in the tender and the bulb sockets soldered to the DBX-9000. Lengths of 0.019” diameter brass wire soldered to the ends of the bulb wires are the plugs and the sockets are the machine tooled sockets described in the handout for my Get Wired clinic [\[Click Here\]](#). About 1.5mm diameter heat shrink tubing is used as a strain relief. Plugging in the bulb wires allows the tender shell to be easily separated from the wiring after the speaker is unscrewed.

Making A Silk Purse – Part Five (continued)

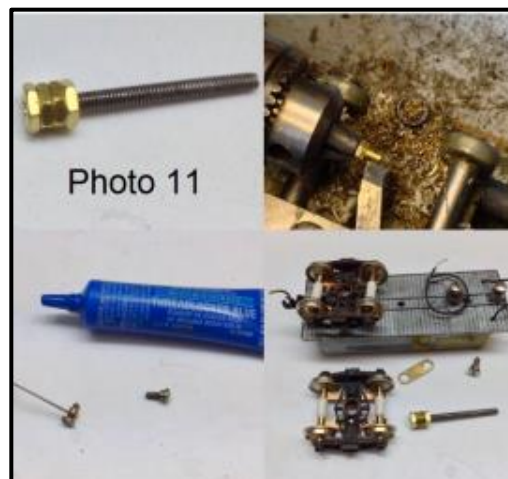
After adding the two lead weights along the sides of the tender, it is very confined inside shown in photo 10.



It is so tight that I had to add a groove in the tender floor to make room for the two rear truck wires.

The trucks are mounted with #2-56 shoulder screws. Tender trucks are removed and replaced often. A shoulder screw is better in this application than a simple screw. It pivots more precisely, remains tight and has a built-in swivel clearance.

You can buy suitable screws from McMaster-Carr and others, but they are easy to make. Photo 11 shows this.



Tighten some 2-56 brass nuts on a length of threaded rod. Make several at one time because you can turn a whole stack in the time it takes to make one. Turn the nuts to 0.125" or some convenient diameter. This could be done with a drill press and file if you don't have access to a lathe. Loctite one of the threaded barrels onto a 2-56 x 1/4 binding head screw after determining its correct position to allow the truck to swivel freely when the barrel shoulder is seated on the bolster. I have found the shoulder length provided by a single nut is fine for HO truck and drawbar screws. The sleeve can be adjusted on the screw within limits for the required shoulder length or more than one sleeve used for longer shoulders, if needed. Note how the wires in photo 11 go around the bolster one half turn before plugging into the truck to allow the truck to swivel freely. On the locomotive, wipers rub the back of the driver tires for electrical pickup. Remember that all the drivers are insulated so this 0-6-0 will need six wipers. The Get Wired clinic handout also shows how to make these from the same phosphor bronze as the truck wipers. On a small driver locomotive such as this switcher, the cover plate must be made from a PC board so the wipers can be soldered to it.

Making A Silk Purse – Part Five (continued)

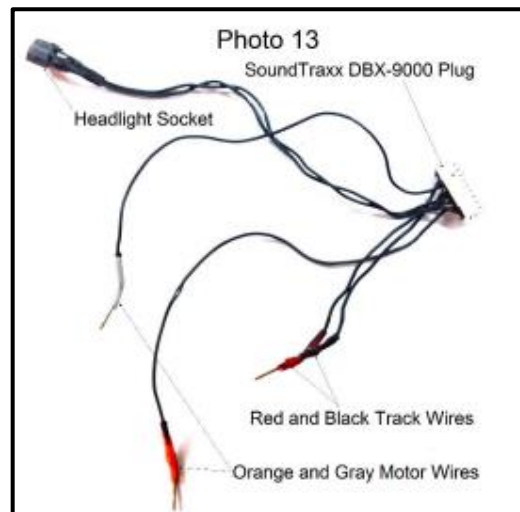
There is not enough room for a separate PC board and wipers between the cover plate and the rails. On locomotives with larger drivers, strips of PC board for mounting the wipers can be glued with E6000 or epoxy to the existing cover plate. Note that the same sockets are used here as for the tender bulb wires to allow the cover plate to be unplugged and completely removed.

The machine tooled sockets are also soldered to the motor terminals. Photo 12 shows the sockets glued to the top of the motor with E6000 adhesive with wires leading to the motor terminals.

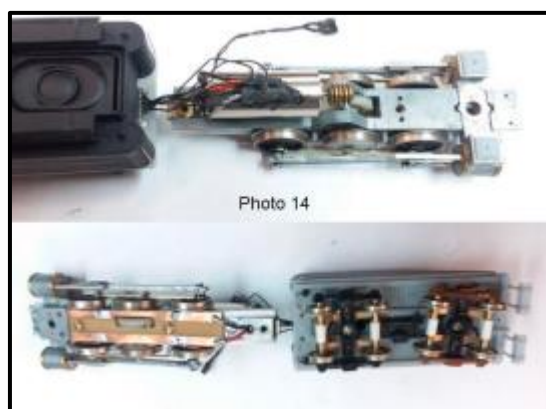


With the 30mm long motor used here, there is not enough space between the end of the motor and the boiler back head to solder the sockets directly to the motor terminals as I usually do. Also, there is a 22-ohm resistor in series with one of the motor leads. I have found that this additional resistance improves the starting performance of some decoders driving coreless motors, so I just use it with all coreless motor drives.

Photo 13 shows the entire locomotive wiring harness. Note the colors painted on some of the wires so they are plugged in correctly. Decoders can be instantly destroyed if some of these wires are incorrectly connected, and the power applied. Don't ask me how I know this. They are the standard NMRA colors. Orange and gray for the motor, red and black for the track.



If you paint orange and gray dots on the motor terminals after you determine the correct direction of rotation, the locomotive will always travel the correct direction. All these wires come already attached to DBX-9000 plug. Cut them to length carefully as you connect them so that there isn't too much of a nest of wires under the shell. The wires for plugs have pieces of 0.019" brass wire soldered to the ends to plug into the sockets. My Get Wired clinic handout [\[Click Here\]](#) describes making these plugs. Photo 14 shows this wiring harness with everything connected.



In the next installment, we will start to work on the boiler and shorten the frame. Although I chose to scratchbuild a new boiler, there are alternatives to creating a late nineteenth century boiler by kitbashing available components.

The Second Life of a Collection

Burnell Breaker

It is a fact for every railroad modeler. At some point, through illness or death, our layouts will be dismantled, and our collections will need to be disseminated. We hope that our layouts and collections are passed on to fellow modelers who will value our work, our effort, and our investment as much as we do. Through the Division's collection donation process, your collection can have a second life.

This process is initiated by the families who are tasked with the enormity of dealing with their loved one's hobby. So, they contacted the Division for assistance. Recently, David Rohr, David Mielke and I visited Vicki Staeger in Muskego to see if the Division would be interested in accepting the donation of her late husband Al's model railroad collection.

As you can see by the picture, it is a very nice model railroad. The railroad measures 5' x 13 1/2' and comes apart into 5 pieces. The wiring below has spade connectors between the sections and small track pieces are across the joints. There are about a dozen or so locomotives, 40 or so freight and passenger cars, along with the buildings, scenery materials, and books. All nice, quality stuff. Also included is his American Flyer S Gauge freight set from the early 50's.

Update on the Staeger Collection:

The collection has now been catalogued and sales have begun with the Lionel Club show on November 19th. Some of the pieces, especially the locomotives had required cleaning in order to operate.

Although two parties have expressed interest, the layout continues to be advertised for sale.





2024
 NIMRA Annual Convention
 August 4 -11, 2024
 Long Beach, CA



Upcoming Clinics

At this time February is still open, but someone from the DuPage Division has expressed interest in delivering a clinic.

The March meet will include Brian Siegl. His presentation will probably be on the railroads in Oshkosh.

Additional clinicians will be sought for Feb and March, and you could be one of them.

Probably every one of you has at some point sat down for a visit with another model railroader and told them what you're up to lately. Maybe it was during a WISE Division bus ride, or during lunch at a train show, but whether you realize it or not you were giving a clinic. Well -- why not give that same clinic to the entire Division? Do you have a layout but don't feel comfortable hosting a layout tour just yet? Why not take photos of its highlights and narrate it for us at a meeting? Remember that the less complete your layout might be, the more there might be to learn from it. Are you starting or have you finished a project (track, scenery, detailing a freight car, whatever)? Again, take some pictures, scribble down some notes, and you have just made it into a clinic. Clinics do NOT have to be any particular length. Even just five or ten minutes describing what you've been up to will of interest to your fellow model railroaders. This is a hobby about doing -- and our monthly meets are about sharing what we're doing. Every one of you has done something, or knows something, or is working on something, or has acquired something, or has gone somewhere and seen something, that is of interest to others. Contact me, Dave Nelson at engine1385@aol.com and we can discuss.



Division Video Library

A reminder for everyone that the Division's Video Library is available for members to checkout DVDs.

As I stated after the Division went inactive, I cannot do both jobs of being the Interim Superintendent and Video Librarian, bringing and managing the Video Library at our meets. If you would like to checkout any DVDs, look at our catalog on wisedivision.org and contact me with the number and title of the one(s) you would like to view. I will bring them to our next meet or you can pick them up at my business. The DVDs are currently stored in my company's warehouse in Caledonia.

If you are interested in taking over the Video Library, contact me. It's an easy job, where you need to bring the Video Library to our meets and manage the checking out and receiving of them from the members.

Burnell Breaker
 superintendent@trainfest.com
 262-939-9193



We are in need of layouts to visit after our monthly meets. The information we have is over 10 years old and it needs to be updated. Many WISE members have moved or passed away since our last directory was published in 2011. If you would like to have your layout open to visit after one of our meets, let us know. You can send your railroad name, scale and contact information to layouts@trainfest.com. We do have a new layout tour coordinator and his name is Jon Dettmann. Jon lives on the east side of Milwaukee and models the C&NW in N scale from Fond du Lac to Marshfield in 1939. Help Jon out to get a new database of layouts available to visit by sending him your information.

A Note from the Editor:

With the start of a new year, my hope is that the Owl Car will continue to grow as it did in 2023. As I have said before, I may put the issues together, but it is your articles and photos that have brought it back to life. So, please keep them coming.

Beginning with this issue, a segment called, "Just Another Ferroequinologist" has been added. A Ferroequinologist is a Rail Fan. So, for this segment, I am seeking railroaders who would be willing to answer a few questions and take a photo of themselves with their layout. Check out page 16 for our first installment. If you're interested, please let me know.

Remember to send everything for the Owl Car to owlcar@trainfest.com. The deadline is the 20th of each month for the next month's issue. Also, be sure to include the information about your photos.

Your Editor
 Cindy Mielke

Pics From the Rails

Elmhurst Club Layout

Each Saturday, the Elmhurst Model Railroad Club opens its door to the public.

The members of the club run their personal mode of power and stock.

There are three separate layouts: one HO, one in N Scale and a Narrow-Gauge layout.

As with all modelers, the members are eager to share and are very welcoming.



Photo 1



Photo 2

The Union passenger station on the HO layout is shown in photo 1. Photo 2 shows a concrete batch plant, also on the HO layout. The siding in front of the plant displays a collection of MOW equipment.

For information on the Elmhurst Club, visit their website at <http://emrrc.net>

A Word about Constant Contact e-mail

Each Constant Contact e-mail includes links to update or unsubscribe your e-mail address. **Please do not use these links.** If you unsubscribe using the Constant Contact link, your e-mail address will be removed from the NMRA membership database, from the Midwest Region e-mail database and probably from your Division's records. If you get an e-mail that you don't want, just hit the delete key. Furthermore, if you use the update link, your change may not be timely posted to the NMRA membership database.

If you need to change your email address with the NMRA please follow these directions:

The direct way is to log on to the "Members" page of the NMRA website, choose the "View your NMRA membership" box on the right side of the screen, scroll down to the bottom of the page and select "Update". Enter the new email address in the appropriate box and click "Submit".

AP Achievement Program

Dave Poquette

To most NMRA members, the NMRA Achievement Program (AP) is a way to achieve the Master Model Railroader (MMR) status. You must earn 7 certificates in 4 different categories (model railroad equipment, settings, engineering and operation, service to the hobby). Each category is broken down into subcategories as follows:

- Model railroad equipment
 - Motive Power
 - Cars
- Settings
 - Structures
 - Scenery
 - Prototype Models
- Engineering and Operation
 - Civil Engineer
 - Electrical Engineer
 - Chief Dispatcher
- Service to the Hobby
 - Association Official
 - Association Volunteer
 - Author

Obtaining the MMR status can be a daunting task. It takes commitment and many hours to achieve. The process is well worth the effort. I am currently going through the process and have spent countless hours achieving 5 AP certificates and 3 merit awards towards a 6th certificate, structures. I feel that going through this process has made me a better modeler in many ways. I only wish I could have saved that switch tower that I made from cardboard or even the Revell models that I built when I was knee-high to a grasshopper so that I can compare it to the models that I'm building now.

You can find more information about the Achievement Program at <http://nmra.org> and click on the Education tab. If you have further questions, feel free to contact me. My contact information is listed in the Division Leadership section of this newsletter.

If you don't feel like this is "your cup of tea", then at least consider earning a Golden Spike Award. Unlike the AP, you don't need to have your models judged nor do you have to earn 7 certificates. You just need to have built a layout that meets certain requirements:

- Display 6 pieces of rolling stock. These can be scratch built, craftsman kit, super detailed commercial kits.
- Construct a minimum of 8 square feet of model railroad or module(s) including scenery in any scale.
- Construct 5 structures. These can be scratch built, craftsman kit, or super-detailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.
- Three types of track are required (turnout, crossing, cross-over, etc). All track must be properly ballasted and installed on proper roadbed. Commercial track can be used.
- The track must be wired so that 2 trains can be operated simultaneously.
- One additional electrical feature must be used. This can be powered turnouts, turnout indicators, lighted building, signaling, etc.

Most of you may already qualify for a Golden Spike Award. If you think you do qualify for a Golden Spike, fill out the attached form and contact me. I will come to your layout to see if you qualify. Please message me at ap@trainfest.com.

	<p>ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM FEBRUARY 2019</p>
---	---

PLEASE COMPLETE THIS APPLICATION FORM AND SEND TO YOUR DIVISION OR REGION AP MANAGER

Member Name: _____ NMRA#: _____ Expiration: _____

Address: _____ City: _____

State/Province: _____ Country: _____ Zip/Post Code: _____

Date Submitted: _____ Region: _____ Division: _____

- The Golden Spike Award (GSA) will be awarded to any NMRA member who completes the Qualifications Checklist, obtains the necessary signatures (Division AP Manager or some local NMRA member approved by the Division AP Manager), and if the applicant does not already hold MMR status.
- The GSA will be administered by the Division and Region AP Managers.
- AP requirements and definitions apply for scratch building and super-detailing.
- The Division AP Manager will submit the signed form to the Region AP Manager who will issue the Golden Spike Award certificate.
- The Region AP Manager will then forward the completed form to the National AP Manager so that an announcement can be made in the NMRA Magazine.

GOLDEN SPIKE AWARD QUALIFICATIONS CHECKLIST:

1. Rolling Stock (Motive Power & Cars):

- Display six units of rolling stock either scratchbuilt, craftsman kits or superdetailed commercial kits.

2. Model Railroad Setting (Structures & Scenery)

- Construct a minimum of eight square feet of model railroad or module(s) including scenery in any scale.
- Construct five structures either scratchbuilt, craftsman kits or superdetailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.

3. Engineering (Civil & Electrical)

- Three types of track are required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial track may be used.
- All installed track must be properly wired so that two trains can be operated simultaneously (e.g. double track main, single track main with sidings, and block or command or other form of control).
- Provide any one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: _____ Name: _____ NMRA #: _____

Region AP Manager: _____ Region: _____

Just Another Ferroequinologist (Rail Fan)

The word, Ferroequinologist comes from the Latin words *ferrum* (“iron”) and *equus* (“horse”) and the English word *logist* or one who studies. So, a ferroequinologist is one who studies iron horses or trains.

Every ferroequinologist studies a particular railroad in a particular place at a particular point in time.

Fellow modeler, Rick Leys, has studied the Union Pacific Railroad and has subsequently crafted a two-level layout. The upper-level follows the Nebraska Division and the lower-level has scenes of Weber Canyon from Ogden to Wasatch, Utah. The layout focuses primarily on the years from 1974 to 1982, but Rick runs everything from steam and turbines to ES44 engines.

The layout is 26’ by 77’ constructed with L-girder on the lower-level table and the upper-level is supported by aluminum angle. About 100 engines and 900 cars run on the layout.



For Rick, the interest in railroad modeling came early in life. His Dad had built an O scale layout that filled the basement of Rick’s childhood home. Then in 1967, when Rick was 10, the O scale layout was replaced with a 10’ by 12’ HO scale layout.

No matter the railroad, every ferroequinologist finds their joy in one of the varied aspects of modeling. For Rick, it is in adding as many details on cars and engines as possible to match the prototypes.

A Ferroequinologist in Training

Evan, from Park Ridge, Illinois, is a future ferroequinologist. In addition to his study of the railroad of Thomas, the Tank Engine, Evan is rail fan of the Metra.

Such a fan is Evan that his mother, Jillian, had little choice, but to create a Metra engine for Evan’s Halloween costume. The engine is complete with a flashlight head lamp and Evan is ready for work as an engineer.

Thanks to Evan and Jillian for sharing this moment with us.



Division Leadership

Executive Committee

Burnell Breaker --- Interim Superintendent
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 262-939-9193

Robert Niedermann --- Assistant Superintendent
Asst.super@trainfest.com
 414-587-4778

Dennis Janssen --- Paymaster (Treasurer)
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 262-544-6324

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 262-783-7230

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Gary Hendrickson --- Membership
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Dave Poquette --- Achievement Program
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 262-515-3623

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webmaster@trainfest.com

Picnic/Bus Trips ---
 Contest ---
 Video Library ---

FROM the NMRA Please Keep in Touch



Please make sure the NMRA has your current contact information. You will not be able to access the full range of NMRA benefits unless we can reach you.

- Please visit nmra.org/members
- Use your email address and password to log in.
- If you have not yet registered, or forgot your password, there are buttons for that. Take a moment to easily correct any problems.
- Once logged in, click on Member Info (top right corner).
- Make sure your information is correct.
- If not, please go to:

nmra.org/request-membership-info-changes

to submit a request for changes to be made.

Thank you!

The WISE Owl Car is published by the Wisconsin Southeast (WISE) Division of the National Model Railroad Association (NMRA).

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Please send any comments, information, or editorials to Editor Cindy Mielke via email: owlcar@trainfest.com

November Executive Committee Minutes

**Wisconsin Southeastern Division (WISE) of the NMRA
Executive Committee Meeting
Wednesday November 8, 2023
Location: Lionel Railroad Club & Zoom**

Meeting called to order by Burnell Breaker at 7:00 pm

BOD Present – Burnell Breaker (Interim Superintendent)*
Dennis Janssen (Treasurer, Paymaster)
Robert Niedermann (Interim Asst-Superintendent)
David Rohr (Secretary, Chief Clerk)

Chairs Present – Mike Slater (Facebook)*, Jim Hebner (Website)*, Gary Hendrickson (Membership)*,
Cindy Mielke (Owl Car)*, David Mielke (Train School)*

Guests – None
*Attended via zoom

Absent – Dave Poquette (AP), Bob McGeever (MWR President), Tom Koch (BOD)

Minutes: No changes noted from October 11 meeting minutes, approved.

Paymaster Report:

The financial report was the end of year. We received our share of the region payment \$124. No changes noted from the October meeting, approved.

Membership:

Per Gary Hendrickson's submitted report, prior to the meeting: WISE Division Membership Report

As of October 31, the Division has 134 members in good standing. For perspective on this, here's a recent history of membership: May 2022 139; Oct 2022 139; Jan 2023 139; June 2023 138

This shows that over this past spring / summer we have lost 5 memberships overall. There was one by death and 4 by non-renewal. Behind these numbers, there was a loss of 14 over this time period. I have communicated with all of those 14, and heard back from all but 3. Four of the 14 have now renewed, 4 more say they are intending to renew.

Over this time period we gained several brand-new members, which has served to keep our division membership propped up to 134.

The October membership report shows 4 more non-renewals, and I will be getting after them....

There were 3 guest sign-ins at our October meeting. Dennis, I haven't forgotten you, names and money will come to you this week. Respectfully submitted, Gary Hendrickson

AP Program:

No report from Dave P.

Website:

Jim Hebner is currently working on building a new website from the ground up. We have the current website updated. Our current website's platform is not being supported anymore and would cost almost \$3,000 for IT people to upgrade the site to the new format without changing much else. Jim stated the new website is still in the works. Current website is rev 3, was working on creating the new site in rev 4, and now they released rev 5.

Layout Tours:

Per Burnell, Carl Priepke will have his railroad open to visit after the November meet.

Owl Car: November issue was sent to members emails on October 31. Deadline for December issue is November 20. October issue was a great issue.

Clinics:

Per Dave Nelson's submitted report, prior to the meeting:

I won't be at the meeting.

I have a brief clinic ready in reserve in case Keith Schmidt's two clinics for November 19 do not last long enough. If there is no need for it on November 19, I may hold it for February 25.

Dave Poquette has a clinic for Feb 25 (so one or two more are needed) Brian Siegl has a clinic for March 17 and Dave Poquette has an additional clinic for that date so we are set in my opinion.

Be aware that I am facing some surgery next March (hip replacement) and may not be attending the spring meets.

For the train school make and takes maybe do what National NMRA does for their model with the masters clinics and provide a list of tools that the participants should bring with them. Then have a supply for those who forgot or ignored the request.

Train Sales:

Selling at the Lionel Swap (3 tables) & WISE November Meet / Swap. (And February & March 2024).

Don Strike's collection – Burnell collected remaining cars and related items November 5. Don and Linda are moving to a senior apartment facility November 20 and selling their house in Whitefish Bay. Dropped off excess circus train items at South Side Trains November 4 for sale on eBay. \$785.93 for cabooses and locomotives. Packed and brought to the print shop 21 additional boxes of model trains. Will go back again, for his railroad books and GNRHS newsletters.

Staeger Donation – Collected remaining cars, locomotives, and related items. Still need to get layout and a few tools. Planning to sell items at November Lionel & WISE sales.

We could sell the built-up blue box cars at Harlem HS, Rockford in March 16 & 17, 2024.

2023-2024 Schedule discussion:

East Troy trip - Will need someone to pick up the lunches from Elegant Farmer and meet the train at the Mukwonago Park or put on train before we leave. Need to contact Elegant Farmer for menu sandwich choices.

Flyers:

Division schedule posters were printed for distribution to hobby shops or anywhere else we think will accept them, instead of flyers. Also, flyers and sign-up forms were printed for East Troy trip.

2023 – 2024 schedule:

East Troy trip - Will need to pick up box lunches at Elegant Farmer and put on train when we stop there for maintenance barn tour.

Train School:

We have over 40 blue box kits, 7 Accurail kits, 2 Accurail 3-pack kits. Will need small screwdrivers, cutting tools, glue? Burnell & Janssen to purchase small tool kits. We should add more explanation to the flyers, like what is purpose of this event. Can bring Don Strike's circus train and Empire Builder trains to display. And building kits from storage. December ad in MR.

RPM:

Mike Slater is working on this. Can work to put into 2024-2025 schedule. Looking to have it the last Saturday in Sept 2024. (Sept 28, 2024).

New Business:

- Trainfest "Celebrate A Railroad" historical panels – both the GNRHS and MRHA requesting their respective year's panels. Asking if they were available. No help from Ken Jaglinski. 2015 – CNW, 2016 – Milw Rd, 2017 – Soo, 2018 – GN, 2019 – CB&Q. We found the artwork from Mercury (Bonnie). The Milw County Historical Society may have them. Mike Carlson may know. Need acknowledgement agreement.

- National is looking into our legal status of the Trainfest brand check-up copyrights/trademarks to be sure our claims are watertight.

As regards the trademark in Trainfest, the easiest way to lose your trademark rights is to fail to renew. but there are other ways. Failure to use the trademark in association with the source of the thing being trademarked is called abandonment, and is abandonment is assumed if there are three straight years of non-use. We are still OK on that, but it does suggest that if it looks like there won't be a "real" Trainfest any time soon we may need to consider some sort of train show, no matter how small, and call it Trainfest just to retain the trademark Another way to lose a trademark is to sit on your rights and allow others to infringe without consequence. Improper licensing is another way. Selling a trademark is a specialized thing. Since the purpose is to identify a product or service with its source, selling a business usually involves selling its trademarks too. Selling just the trademark is rarer. Further Explaining "Improper licensing" I should give my standard disclaimer that I am no longer a licensed attorney and in any event am not giving legal advance to the Division or anyone else. I am just stating my general understanding and identifying issues. For an actual legal opinion, the Division indeed would want to go to its own legal counsel, who might (or might not) find these comments helpful in formulating his advice My general understanding is that "improper licensing" of a trademark is where the trademark owner might get money but exercises no control or concern over how the mark is used and in connection with what goods or services or activities. As a practical matter that would mean licensing Trainfest to anybody who just wants to put on a train show versus a train show which we have reason to believe would live up to the standards and quality of what the trademark came to be recognized for. So there must be some element or aspect of control over the final product that the trademark owner retains. Last year's Trainfest met the standards we had established so no problem there. Going forward a license agreement would want to recite that the license is granted under assertions and assurances that the train show that uses the name Trainfest would be substantial in size, in a reputable and respected venue, and other such phrases. It does not mean micromanagement, just some exercise of concern over the reputation of Trainfest using boilerplate language. Dave Nelson

Next Meeting:

Scheduled for Wednesday December 13, 2023, at 7 pm at the Lionel Railroad Club in New Berlin, or via zoom

The next meeting is January 10 at the Lionel Club in New Berlin. Meeting adjourned at 8:18 pm

Respectfully submitted by David A. Rohr, Chief Clerk.

Shows and Swaps

Wisconsin and Northern Illinois

Monthly Shows

DuPage County Fairgrounds -
Wheaton IL

<https://www.trainshow.com>

August - June Mornings

Typically, on first Sundays - Dec 3, 2023,
Jan 7, Feb 4, Mar 3, Apr 7, May 5, June 2,
Aug 4, Sept 8, Oct 6, Nov 3, Dec 1 2024

Lionel Railroad Club – New Berlin
Entertainment Center - New Berlin WI
www.milw-lrrc.com

October - March

3rd Sunday, except February, which is on
the 4th Sunday.

Dec 17 2023, Jan 21, Feb 25, Mar 17 2024

Kenosha Union Hall Swap Meet,
3030 39th Ave – Kenosha, WI
,Jan 14, Feb 11, Mar 10 2024
Bill - 262-331-0392

WISE Division Meet – New Berlin
Entertainment Center – New Berlin
<https://www.wisedivision.org>

Feb 25, Mar 17 2024 Afternoons

Yearly

Lionel Railroad Club,
Festival of Trains – New Berlin, WI
2721 S. Calhoun Rd, New Berlin
Apr 13 & 14, Nov 30 & Dec 1, 2024
10:00 – 5:00

WISE Division Train School
Hoepfner-Horn Bros. VFW Post 5716
<https://www.wisedivision.org/>
Jan 14, 2024

4000 Foundation – Great Tri-state Rail
Sale – La Crosse Center
<https://www.4000foundation.org/>
January 27, 2024

Mad-City - Alliant Energy Center, Rim
Rock Rd, Madison, WI
<https://www.nmra-scwd.org/mad-city-show.html>
3rd weekend in February, Feb 17 & 18, 2024
March

O Scale Meet
<https://marchmeet.net/WP/>
March 14, 15, 16, 17, 2024

Racine Lionel Club Open House –
4625 Washington Ave – Racine WI
Dec 16, 2023,
Jan 20, Feb 17, Mar 23, Apr 20, May 11, 2024

Shows and Swaps (continued)

Lena-Winslow Elementary, Lena IL
<https://www.facebook.com/lenadepotstovegang/>

March 23 & 24, 2024 – typically 3rd or 4th weekend in March

Ozaukee County Fairgrounds –
Cedarburg

Metro Model Railroad Club -
<http://members.trainorders.com/scrimjimmy/spring.html>

April 7, 2024

Title Town Train Show 2024 -
Green Bay

<https://www.ttsqblc.com/>

May 4 & 5, 2024

4000 foundation – Rail Fair,
Copland Park, La Crosse, WI

<https://www.4000foundation.org/>

July 13, 2024



Modeling & Prototype Railroad Contests

Each month, a model, photo, and railroad-related craft popular vote contest is held at the WISE Division meets. These contests are free to enter and are open to the public. Voting will take place in the following categories:

Motive Power – Steam
 Motive Power – Diesel
 Traction / Electric
 Passenger Equipment
 Freight Equipment
 Non – Revenue Equipment
 Structures
 Photographs – Prototype
 Photographs – Model
 General
 Youth 8 – 17 Years
 Train Related Crafts

There are five award categories: Best of Show, 1st Place, 2nd Place, Youth 1st place and 2nd Youth Place. Each category receives an Award certificate and gift certificates depending on the place earned and membership in the NMRA. Best of Show will also receive a plaque. Our Contest Director will provide you with a number and a small tag to fill out describing your entry. After that, it's a blind vote by attendees. The votes are tallied at the end of the meet culminating with the award announcements.

It's that simple and that fun!

For contest rules and details, contact Robert Niederman Contest Chairman and Asst. Superintendent at asst.super@trainfest.com.



Model Railroad Available

HO Scale 5' x 13.5'

- Separates into 5 manageable sections.
- Labeled wiring has spade connectors between layout sections.

- Digitrax DCC Control System Code 83 track
- Peco turnouts
- Tortoise switch machines
- Most turnouts have dwarf signals to indicate direction.
- Most buildings have lighting inside.

Interested??

Contact WISE Division for more information
superintendent@trainfest.com



(turn over for Club Hours)



Toy Train Sale and Show

(See below for more information)

All Gauges & All Scales

SUNDAY DATES

<u>2023</u>	<u>2024</u>	<u>2024</u>	<u>2025</u>
October 15	January 21	October 20	January 19
November 19	February 25	November 17	February 23
December 17	March 17	December 15	March 16

BUY • SELL • TRADE
NEW • USED • PARTS

Sale: New Berlin Entertainment Center
8:00 am to 12:00 noon ADMISSION: \$4.00

16000 West Cleveland Avenue • New Berlin, Wisconsin
(Enter on east side of building)

Kids 12 and under: FREE with Adult

For More Information or Table Reservations



Robert Sobolik
(414) 483-5886
RobertDSobolik@netzero.com

TRAIN SHOW: at Club will be open by 10:00 am
2721 S. Calhoun Rd (in back of building) Donations Accepted

Visit our Web Site
www.milw-lrrc.com

Like & Follow us on
FACEBOOK



(turn over for Train Sale & Show Schedule)



Our 75th Year

OPEN HOUSE

Since 1947

SATURDAY and SUNDAY

NOVEMBER 25 and 26, 2023

APRIL 13 and 14, 2024

NOVEMBER 30, DECEMBER 1, 2024

10:00 am to 5:00 pm

Parkland Plaza

2721 South Calhoun Road

New Berlin, Wisconsin 53151

(262) 754-9900

(entrance in back of building)

**Open Fridays 1:00 pm to 9:00 pm
year round (unless a holiday)**

October through April

Saturday & Sunday: 1:00 pm to 5:00 pm
call to confirm or check website

See Many Toy Trains Running on Our Huge Layout

... Minor Train Repairs ...

OPEN HOUSE DONATION: \$2.00

Veterans get in **FREE** – Scouts in uniform get parents in **FREE**

Children 12 and under are **FREE** with an adult

Visit our Web Site
www.milw-lrrc.com

Like & Follow us on
FACEBOOK





TRAIN SCHOOL



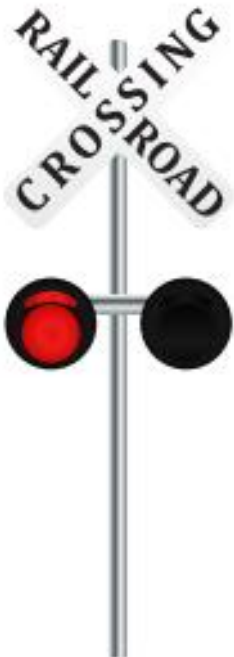
Sunday, January 14, 2024
1:00 - 4:00pm

Hoeppner-Horn Bros. VFW Post 5716
17980 West Beloit Road
New Berlin, WI

Free admission

Come, learn about model trains
from experienced model railroaders wanting
to share their knowledge of the hobby.

Sponsored by the WISE Division of the NMRA





**MODEL RAILROAD
TRAIN SHOW**



SWAP MEETS

at the

KENOSHA UNION CLUB
3030 39th Avenue, Kenosha, WI

Easy access from I-94 See map on back

Show Dates

October 15, 2023

November 12, 2023

December 17, 2023

January 14, 2024

February 11, 2024

March 10, 2024

Show Hours - 9 a.m. to 1 p.m.

Admission: \$5.00

Women and children 12 & under FREE

More information? Call 262-331-0392



**26th Annual
Model Railroad Show and Sale**

Arctic Run 2024

January 20 – 21, 2024

Stevens Point, Wisconsin

Holiday Inn – Convention Center Hotel

1001 Amber Avenue, Stevens Point, WI 54482

Saturday 9 AM – 5 PM

Sunday 10 AM – 3 PM



Admissions: \$5.00 Adults \$2.00 Ages 12-17 11 and under FREE

**Sponsored by Central Wisconsin Model Railroaders Ltd, a non-profit educational organization.
For layout or vendor information contact Don Anderson at (714) 340-8105 or email Don at cwmr_mnw@yahoo.com or Jim Miller at (715)340-0263 or email jim at jimb67@gmail.com.**

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

. A fun filled family event featuring activities for children as well as adults. Operating model train layouts, exhibitors, and vendors from throughout the upper Midwest will be on hand entertain, answer questions and sell you the latest in model railroading fun.

MARK YOUR CALENDARS!



**MODEL RAILROAD
SHOW & SALE**

February 17-18, 2024

Saturday 9-5

Sunday 9-4

Alliant Energy Center,
Exhibition Hall
Madison, Wisconsin

A GREAT FAMILY ENTERTAINMENT VALUE!

ROCK RIVER VALLEY TRAIN SHOW



DOOR PRIZES

42,000 SQ FT
OF FAMILY FUN

NEW & USED SALES
OPERATING LAYOUTS



ONLY \$5.00 CASH

KIDS FREE

FREE PARKING

March 16 & 17, 2024
Sat 10-5 Sun 10-3

Harlem High School
9229 N. Alpine Rd.
Machesney Park, IL

Rrvd-nmra.com

facebook.com/TheRRVDNMRA



East Troy Electric Railroad Charter Trip of the Line

Tours of the East Troy Car Barn &
Elegant Farmer Maintenance Building

Sunday, April 21, 2024

2002 Church St., East Troy, WI

- 11:00 a.m. Depart from the East Troy depot
- Arrive at Elegant Farmer and tour the Maintenance Building
- Continue to Indianhead Park, Mukwonago for an Elegant Farmer box lunch
- Return to East Troy and tour the East Troy Car Barn

\$15.00/ person

Space is limited

**This will be an Adults only event due to liability concerns going into the railroad's car barn and maintenance building.*

***WISE Division/NMRA members and their families only-
pre-registration required***

Sign up starting at the November 19th meet!

(The deadline to register by is the March 17, 2024 meet.)





SAVE THE DATE

AROUND THE BEND

MIDWEST REGIONAL CONVENTION

MAY 2TH-4TH, 2024

The Century Center, South Bend, Indiana

Regional Train Event • Clinics • SIG Activities • Layout Tours
Operating Sessions • Display Room • NMRA AP Program Judging
Railroad and General Interest Tours • *And much more!*

2024AROUNDTHEBEND.COM