

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



February 2024

## THE "INTERIM" HEAD OWL HOOTS

Burnell Breaker

Winter greetings fellow WISE Division members! I hope everyone made it safely through the 2 snowstorms and week of bitter cold weather we just went through.

Train School was lightly attended because of the heavy snowfall, bitter cold and a Packers playoff game. Compared to last year when most people walked around and left, those that came this year were very interested and engaged in talking to our various demonstrators. We will be doing it again next season and encourage everyone to attend to learn and pass on their knowledge to others wanting to move beyond the train set at Christmas. David Mielke is always looking for people that would be willing to demonstrate their skills.

Mad City Train Show is February 17-18 at the Alliant Energy Center in Madison. Please support the SCWD and attend their show. Because of the high cost of bus rentals, we cannot afford to take a bus trip to the show.

Our upcoming meets on February 25 and March 17 will be at the New Berlin Entertainment Center after the Lionel Club Train Show. Please think about coming early and checking out what's for sale at the Lionel Club Train Show before our meet. Also remember to bring your models or photos for Bring & Brag and our Contest. You can't win the Contest if you don't bring something to show off.

Dave Nelson has some great clinics lined up. March will also be our annual membership meeting. April 21 is our last meet of the season at the East Troy Electric Railroad Museum. This is an extra fare event only for WISE members and adult family members. No children are allowed on this trip because we will be going inside East Troy Electric Railroad's carbarn and maintenance building. A box lunch from the Elegant Farmer is included in this trip. You have until our March 17 meet to sign up and pay \$15/person. Space is limited.

Next season we begin with a Modeler's Retreat Saturday, September 28 at St. Paul's Lutheran Church in Kenosha. Watch for flyers and more information soon. We are also thinking of trying Saturday afternoon meets and a couple of possible new locations next season. We are hoping to have most dates set by our March 17 meet.

Trainfest 2024 will be held November 23-24 at the Baird Center in downtown Milwaukee. From what we had known earlier, we assumed it was going to be at the Expo Center again. Great Train Shows will be running the show. The WISE Division along with the surrounding NMRA Divisions will have booths at the show.

We need help with our collection of donations. Contact me if you are interested in helping out with this possibly good money-making venture for the Division. We've received the final items from Don Strike's collection and are going through everything before we put it up for sale.

By the time this is published, Don and Linda will have moved to a senior living complex and sold their house in Whitefish Bay. We still have the Staeger HO railroad in Muskego that is looking for a good home.

Hope to see you at Mad City and our February 25 meet!

Model Railroading is Fun!

Burnell

### Upcoming Division Events:

Executive Committee Meetings  
February 20 7:00pm  
Milwaukee Lionel Railroad Club

WISE Division Meeting  
February 25 1:00pm  
New Berlin Entertainment Center

## Lake Front Depot: A Milwaukee Landmark

By Bobby Tanzilo Senior Editor/Writer of On Milwaukee  
Published Feb 16, 2017, at 9:02 AM

At the foot of Wisconsin Avenue, some Milwaukeeans recall, there stood a gorgeous red brick and granite Romanesque Revival train station that many can't believe is gone (or ever even really existed).

Lake Front Depot, a Romanesque Milwaukee landmark, stood about where the Betty Brinn Museum is today from 1889 until 1968. The depot was built by the Chicago and North Western Railway and there was a time when nearly 100 trains a day pulled into or out of the station.

The station was designed by Maine-born architect Charles Sumner Frost, who drew plans for Chicago's Navy Pier and 127 buildings for the Chicago and North Western Railway. Others in Wisconsin designed by Frost include stations in South Milwaukee, Oconomowoc, Racine, Beaver Dam, Madison, Ashland, Antigo, and Green Bay.

In a description of a photo in its collection, the Milwaukee Public Library noted, "The Chicago & North Western Railway depot was built to replace the railroad's first city depot, which was built in 1872. The shoreline at that time was so close to the new depot that, in a storm, the waves would splash over the loading platform.

The outstanding feature of the exterior was the clock tower, patterned after the Italian bell tower

The County bought the building and the land around it in 1946, and CNW continued to use the depot for another 20 years. The station was shuttered in 1966 and demolished in 1968.



Lake Front Depot Milwaukee, WI  
Chicago and North Western Railway  
1907





**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 <https://www.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

At the end of December, our membership totaled about 135 members. This was about the same as last month, so we are holding our own these days and not trending down. There were two non-renewals. If that's an oversight on my part and we can get them back onboard, then we'll be gaining for a change.

Now let's take a few moments for some perspective and philosophy....

We, in the WISE Division, held our second annual Train School in mid-January, and I thought it was quite excellent! There were a dozen tables in the hall, each addressing a modeling topic. Without exception, our presenters were highly experienced and competent, and they brought with them a great deal of equipment and supplies for the demonstrations, making for a very valuable feet-on-the-ground experience for our attendees.

Compared to other divisions, there is an exceptional level of experience and know-how in the WISE Division. We were one of the very first divisions to form in the NMRA. As such, the average age of our division members are among the oldest in the country. Therefore, we have an acute membership aging situation.

Our Train School is a terrific membership building tool. But it takes place only once a year. What we need is an on-going push to recruit a new, younger, vibrant membership to join us, help us with our committee work, for which our committee chairs are starving and absorb the mountains of know-how we have in our division, throughout the year.

Can you help?

### Model Railroad Club of Milwaukee

215 East National Avenue  
Milwaukee, Wisconsin 53204

ALWAYS seeking new members!!

A large, historic, two rail, O scale layout,  
Reminiscent of Old Time Milwaukee.

The size and diversity of layout allows  
pursuit of a wide range of  
interests and skills.

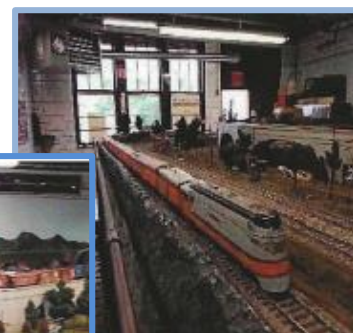
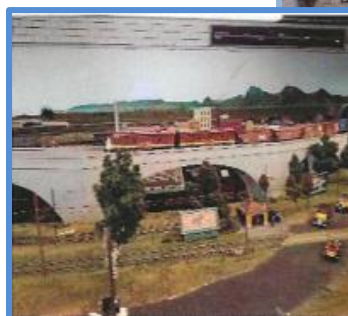
Participation in the club ensures the  
preservation of this historic layout and  
the organization that founded it.

Members may operate club owned  
rolling stock or bring their own.

Regular work sessions:  
Every Monday night 7:00pm to 9:00pm  
Open to the public  
on the last Sunday of every month  
1:30 pm to 4:00pm

Full membership: \$100.00  
1 year trial membership: \$50

For further information,  
please contact:  
Mark Westerfield at 708-224-1406  
mhwesterfield@hotmail.com



## Making A Silk Purse – Part Six

Ken Mosny

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

### The Boiler and Frame Kit Bashing

Before we get started modeling the boiler for this late nineteenth century 0-6-0, a brief history of boiler design is in order. From their invention in the early 1800's, locomotives, like all industrial machinery, increasingly became larger and more powerful. More power means more steam and, of course, a larger fire to make it. The basic determining factor of the size of the fire is the flat area of the grates supporting the fuel. Throughout the 1800's, except for the specialized wide Wooten firebox used in anthracite locomotives, the firebox was generally made to fit between the drivers of the locomotive with the ash pan between the frame rails. These are called narrow firebox locomotives.

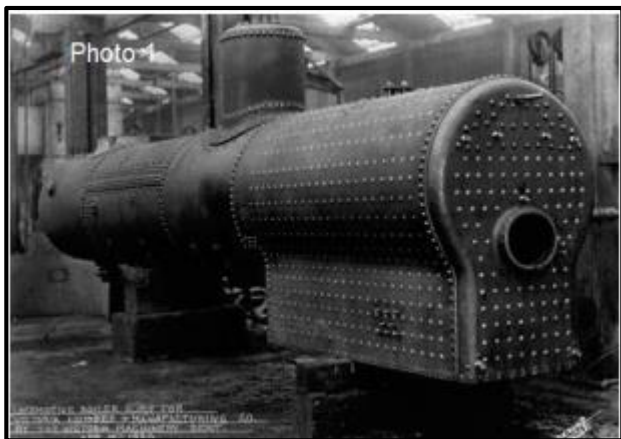


Photo 1 shows how the firebox narrows under the round boiler so it can fit between the drivers. As the demands for power increased, the only choice for increasing the grate area was to abandon this arrangement and make the firebox wider by raising it above the drivers, photo 2.



The transition from narrow to wide fireboxes started about 1900. First, the design was applied only to more powerful mainline locomotives but then later to practically all steam locomotives. Since this 0-6-0 is a late nineteenth century model, it will have a narrow firebox boiler.

Locomotives with narrow fireboxes present a problem for models while locomotives with wide fireboxes do not. Wide firebox boilers can be assembled on any size motor that will fit in the boiler. With the narrow firebox, the motor must be small enough to fit between the sides of the firebox. This maximum motor width is about 12mm for HO scale. MDC solved this problem by simply omitting the firebox on their 0-6-0 as was often done on other narrow firebox models, too. That allowed them to use the much larger motor they used with other locomotives they made at the time. MDC improved things a bit on their later "old timer" 2-6-0 and 2-8-0 by molding a crude firebox into the frame and using a narrower motor. It looks OK to the untrained eye. We will make a more convincing firebox for this model.

## Making A Silk Purse – Part Six (continued)

Let us start by assessing the cab that comes with the MDC 0-6-0. First, it is a steel cab. Nineteenth century wood cabs were often sheathed over with steel plate as they aged beginning in the first decades of the twentieth century to reinforce them and reduce maintenance. But to see a switcher around 1900 with a steel cab would be rare. Worse yet, the cab seems out of proportion. It is very large for a lowly switcher, especially its height. Photo 3 compares the MDC 0-6-0 steel cab and the MDC old timer wood cab with our reference drawing.



Photo 3

This steel cab has got to go! I chose to replace it with the cab of an MDC old timer from my parts supply. This plastic cab, one of MDC's better efforts, is actually a very good, crisply molded plastic cab. Just replace the molded handrails with wire, and it is good to go. If you can't find one, a Precision Scale 31691 MA & PA cab, virtually the same size but with three side windows, will also do nicely. A cab from styrene sheet and strip would also be a good beginner's scratch building project gaining points toward that merit award. A plus for the MDC old timer cab is that it will fit right on the 0-6-0 boiler only needing the running boards to be extended under the cab, photo 4.

Substituting a smaller, shorter cab will require the frame to be shortened.



Photo 4

I considered three boiler possibilities for this model, use the existing one, use an MDC old timer from my parts stock, or scratchbuild one. In the end, I chose to scratchbuild it. I considered it the easiest for me because I have a lathe available to turn the boiler tube to the correct size. Let's first consider the first two possibilities that do not require a lathe.

You can use the MDC 0-6-0 boiler with modifications. I did not do this, but I did consider it and here is how I would modify the MDC 0-6-0 boiler. I will describe how to make many detail parts when I describe how to scratchbuild a new boiler. For now, I will keep it brief and just say to make them.

The rounded steel dome covers, although a little modern, don't have to be replaced. They were starting to appear on new locomotives about 1900 especially from Brooks. But to create the late nineteenth century locomotive we are after requires that the electric headlight and dynamo be removed. About 1900 railroads were just beginning to experiment with electric lights. The biggest technological hurdle was the bulbs available at the time were not rugged enough to survive the vibration and movement of a locomotive for any length of time and arc lights were woefully power hungry.

## Making A Silk Purse – Part Six (continued)

It was not until the tungsten filament was invented in 1904 and later perfected that a locomotive electric headlight became practical. So cut off the dynamo and light. A box style oil lamp was chosen, although there were round styles, too. Box oil headlight castings are available from Precision Scale or Cary, or you can make one from a block of styrene. I chose to model and 3d print a replica that the PRR used in the late 1800's.

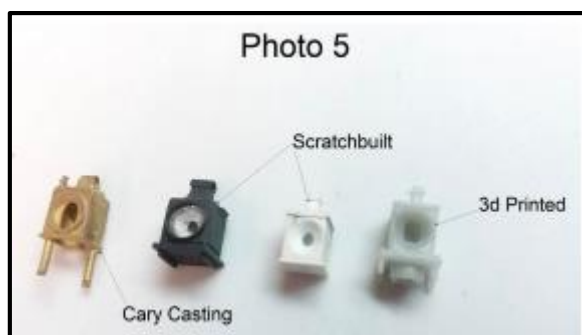


Photo 5 shows a Cary brass casting, two scratch built ones, and my 3d printed one. The scratch-built ones are a carved blocks of styrene drilled for the reflector and up from the bottom for a Minitronics bulb. Bits of sheet styrene are used for the base, chimney, and sides with a slice of brass tube for the lens ring and wire handles. A butyrate disc is punched for the glass. You could use an MV lens if not illuminated, but the glass on these old lamps was often flat, not a lens. The extended smokebox on this model would have the headlight sitting on top of the smokebox. A bracket placing the headlight out in front of the smokebox was used only on the short smokeboxes of wood burning locomotives where there was not room in front of the stack to place the headlight on top of the smokebox.



To finish off the installation, drill a hole in the smokebox and glue in a Minitronics bulb, photo 6. I usually just drill the headlight to closely fit the bulb, slide it over the bulb and secure it with a tiny dab of E6000 which allows me to easily remove the headlight to replace a burned-out bulb if I must, but keeps the headlight from falling off.

The short, straight stack on this boiler is in period. Do not use a diamond or balloon stack found on wood burning locomotives. This locomotive is a coal burner.

This boiler also lacks bands. Some boilers did not have them, but this was the exception rather than the rule. Bands were straps of steel a few inches wide that girted the boiler over the joints of the jacket. You can add them easily with strips of 0.010" x 0.030" styrene or even file card paper. The lack of bands is even a plus. The cast on piping is rather crude by today's standards. It also represents modern injectors. The hardest part about using this boiler is that the piping should be scraped off which is not easy. The scraping would also damage bands, if present, and likely they would have to be scraped off, too, doubling the effort. At that point, it would become easier for me to make a new boiler from scratch.



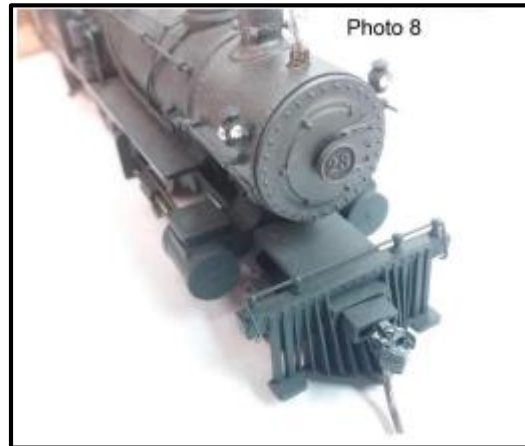
## Making A Silk Purse – Part Six (continued)

If I were using this boiler, however, I would probably just live with the piping because most viewers wouldn't notice the inaccuracy anyway. Even some contest judges don't know nineteenth century detailing because we all see so many photos of modernized nineteenth century locomotives.

A feature of the supplied MDC smokebox front is that it has holes for a handrail. I have looked at many pre-1900 photos of smokebox fronts and rarely see these handrails so the holes will have to be filled. Universal smokebox handrails were a result of the yet to be 1911 safety appliance act. Also, it has a lot of nuts around the rim, about twice as many as normal, photo 7.



You will have to decide if it is worth the trouble to scrape every other nut dimple off. Some of the MDC fronts were diecast, not plastic, so removing dimples on those would be very difficult. Unfortunately, I don't know of any 65" diameter castings that can be purchased to replace it.



The closest are Precision Scale 62" 31678 or 31681. Photo 8 shows a Precision Scale 62" on one of my MDC old timers also having a 65" diameter smokebox like this one and it looks OK. Of course, you could also scratchbuild a front of the correct diameter. I chose to 3D print one with the correct diameter.

Finally, finish by replacing the bell and whistle. Add the missing pop valves. Cary makes a 13-164 small locomotive detailing set that has these parts, or you can get them separately. Also add sand pipes from 0.022" wire, a decent air pump casting, air tanks under the cab, water pipes under the cab and sander control rods



## Making A Silk Purse – Part Six (continued)

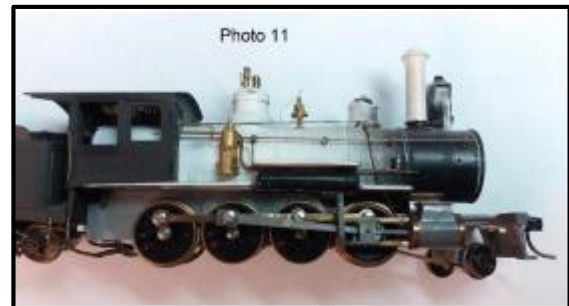
The second boiler option is to use an MDC old timer boiler from a 2-6-0 or 2- 8-0 kit. Photo 9 shows a mockup up of this option with its cab. The cab is shown moved back slightly so a little length must be added to the running boards. This makes more room for another sand dome in front of the cab. A plus is that MDC did not mold any piping on the boiler, so you don't have to scrape it off. The 0-6-0 frame will have to be shortened for his boiler.

The old timer kits from MDC actually had a modernized look to the boiler. If you build one of these kits as "old" version, you really end up with a hodgepodge of old and modern features, so the bulk of these modifications are to remove the modern look. Switchers spent as much of their life in reverse as forward constantly starting so they usually, but not always, had two sand domes. The first modification is adding a second sand dome in front of the cab. There is not much room for it, but the cab can be moved back. Finding a matching dome is a problem without a junk boiler to donate a dome. I have seen photos of mismatched domes on locomotives. Presumably, one was damaged and replaced with whatever was found suitable in the scrap line. That could be the rationale for mismatched domes. Not all switchers had a rear sand dome so you could just go with one.

The smokebox front that MDC molded into this old timer boiler looks awful in my opinion. You can file it off and consider the same options as for the original boiler using the 0-6-0, the undersized Precision Scale casting, or make you own. Don't forget to plug those pesky handrail holes in the front. Also awful are the molded horizontal handrail stanchion tubes down the side of the boiler, Photo 10.



These are a nod to reducing the cost of molding these into the boiler usually only found on cheap toys. I always scrape them off, fill the holes, and redrill the boiler for radially oriented stanchions. The left side of the old timer boiler has a gap in the running board for a double air pump and the right side is raised for an air tank, Photo 11.



Patch in a square of styrene on the left to narrow the air pump gap to one sized for a single-phase pump. You could leave the air tank on the right where it is. They were starting to be located there as tanks got larger about 1900.

## Making A Silk Purse – Part Six (continued)

If you don't like the location of the tank, cut the running board off and make a new one from 0.040" styrene sheet relocating a smaller tank under the cab. I have patched the raised board gap with styrene. It is easier to fit an entire new running board. Note that the molded air tank under the running board that comes with the old timer is a modern tank with convex ends. In 1900 they would be concave riveted ends. You can drill the ends of the MDC tank concave and add rivet decals if you want to use it.

The rest of the upgrades are the same as for the original boiler. Mount new bell, whistle, valves, and water pipe from the tender. Add sand pipes, sander control rods and boiler feed pipes with check valves.

There is a third option for an essentially ready-to-use boiler for this model. Athearn has released a new incarnation of the MDC old timer now made in China for Horizon Hobby sporting a 4-4-0, 2-6-0 or 2-8-0 chassis. It has a very nice late nineteenth century boiler. I have yet to come across a junk box find of this boiler or entire locomotive, but if you do see one, buy it for me. The handrails are correct, and you won't have to patch and replace running boards. All it needs are some decent fine details. It will look great on an 0-6-0 without a lot of work.

Comparing the frame of MDC 0-6-0 with the reference drawing, it is too long. Previously mentioned is shortening the frame. Now is the time to do it. There are also some other details on the frame needing upgrades. Now that we have spent all the time to make it operate perfectly, disassemble the mechanism down to the bare frame to start the frame modifications.

I think the combination of the large motor and large cab to hide it resulted in a rather long frame for the MDC 0-6-0. Had the original motor been smaller the proportions would have been better. The motors most manufacturers used at the time were fine for modern steam, but struggled to fit in small, narrow firebox nineteenth century locomotives. MDC was not alone in this fault. Some Mantua-Tyco and other locomotives suffered from the same large cabs to hide the motor. Of course, the Japanese brass just occasionally ignored the problem and let the motor protrude out the back of the cab. I guess no one was supposed to notice.

Using the chosen boiler and cab, determine where to cut the frame. Mine is 3.43" long from the cylinder mounting screw hole.

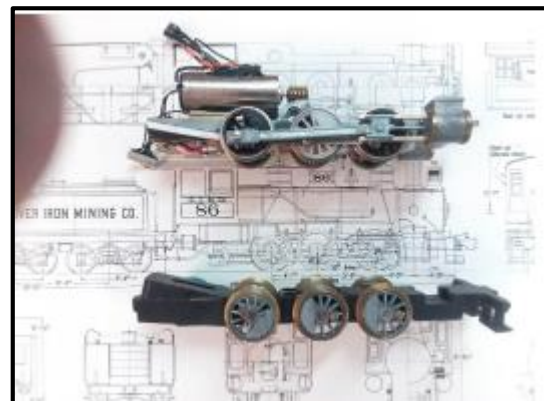


Photo 12 shows my frame and the original frame on the drawing. The photo is distorted, but the cut frame is the same length as the drawing. Cut the frame with a hacksaw and file or mill the end square. Since this removes the cast key on the end that engages the hole in the cab, a new mounting method will be needed. You will need to wait until the boiler is fitted to determine the exact height of the new key, but here is what is required. I milled a pocket in the back of the frame, made another key from a piece of brass, and epoxied it in place.

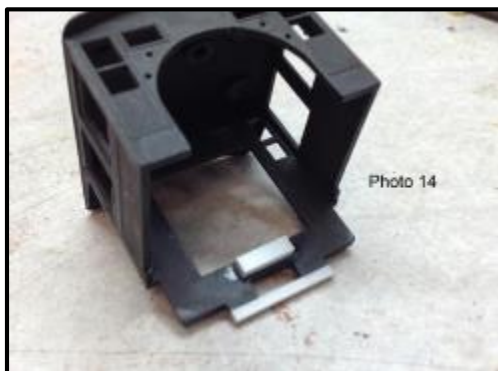


## Making A Silk Purse – Part Six (continued)



Photo 13

If you lack a means to mill a pocket, you could drill two holes in the frame and use 0.125" diameter pins to replace the key. You could also fill in the hole in the cab with a styrene patch. Then, drill and tap for a couple of screws. It seems there are two kinds of MDC cabs, cabs that are cracked in the back, and cabs that haven't cracked, yet. Simply trying to glue the crack as a repair rarely succeeds for long. I repair a cracked cab by cutting off the bottom, gluing on a styrene bar and gluing on a reinforcement, Photo 14



It is a good idea to glue a reinforcing bar on a new cab before it cracks.

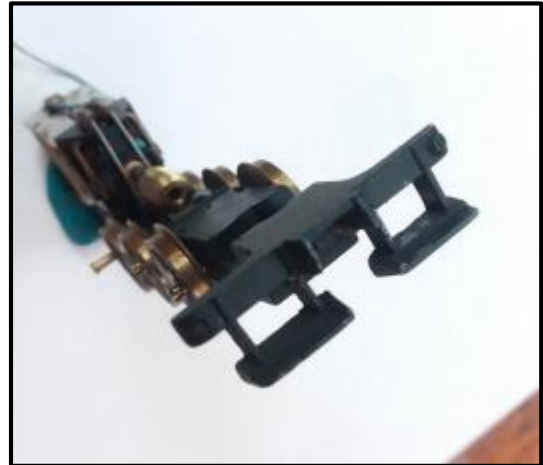


Photo 15

The pilot of this frame has rather crude steps, Photo 15. They are thick with visible draft angles. The vertical bars are very deep. The pilot beam is OK, it even has poling pockets on the ends. You can file the steps and bars thinner, but they will become very fragile. If you want to replace just the steps, fabricating and soldering new ones from brass is a one approach.

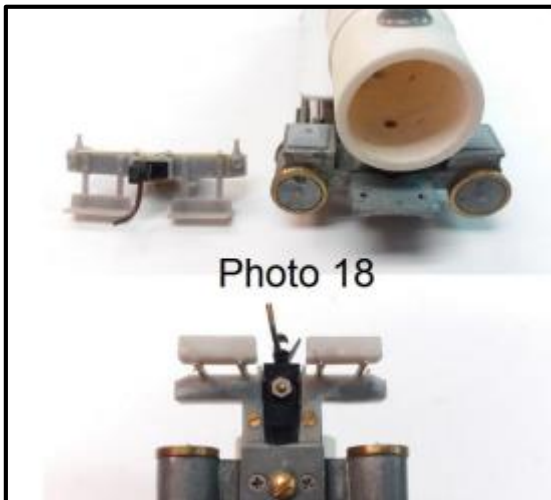


Photo 16 shows tender steps done that way. The flat bar steps need a pin to secure them. You can also buy Delrin steps #818X-00N01 from the Bachmann website parts store, Photo 17.

## Making A Silk Purse – Part Six (continued)



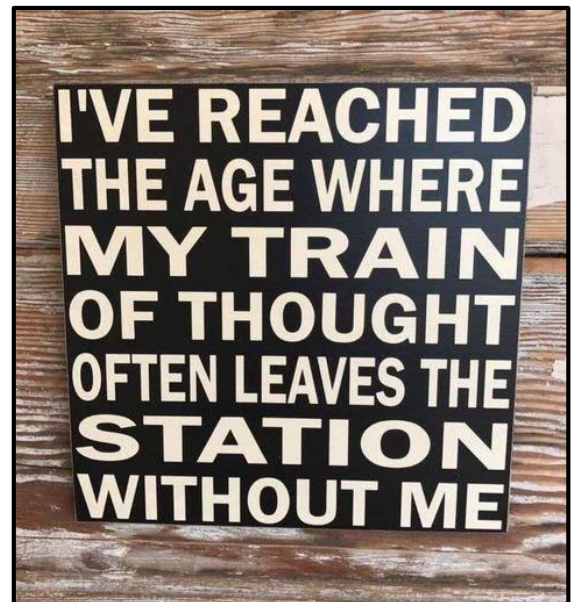
These steps have molded pins on the back to press into holes drilled in the pilot beam. I chose to replace the entire pilot with one that I 3d printed, but castings are also available from Precision Scale such as #3500. I have not browsed the Shapeways store, but they probably have some, too. I 3d printed one resembling a 19th century PRR type fastened with 00-90 screws for easy replacement should the steps get broken, Photo 18.



The usual way of adding a coupler lift bar is to use handrail stanchions for the coupler lift bar brackets, Photo 19, although these stanchions lack accuracy.



Precision Scale sells various styles of these brackets you can have fun soldering onto the pilot beam with your American Beauty soldering tweezers. I molded these brackets into my 3d printed pilot. A handrail above the coupler lift bar were used in 1900, but they were not common until after the safety appliance act. Side boards on the steps were optional in 1900, but back boards were usually present. Pilot steps were often full width on switchers if you deal with the interference of the coupler glad hand.



## \$\$\$ *From the Cluttered Desk of the Paymaster*

Dennis Janssen

### **Flashing or Dark Traffic Signal! Now What!?**

Have you ever approached a traffic signal when something is at least a little off – literally! Perhaps all the traffic signals at the intersection are dark. Or perhaps they are flashing red or yellow in your direction. What to do, what to do?

For those of us who have not attended a driver's education course recently, here is a reminder of how to approach these situations and some information about the city signals.

#### **Flashing Red Signal**

When the signal is flashing red in all directions, motorists, bicyclists, and pedestrians are to treat it like it is an all-way stop controlled intersection. Be mindful of all directions – there are situations where not every direction of the intersection has a flashing red but might have a flashing yellow (see below). In these cases, those with the flashing red light must yield to those with flashing yellow.

#### **Flashing Yellow Signal**

When the signal is flashing yellow, motorists, bicyclists, and pedestrians may proceed through the signal with caution. Be mindful that not everyone at the intersection may know you have a flashing yellow and will proceed through without stopping. Though they should yield (see above), they may not.

#### **Dark Signal – No Lights**

When the signal is dark (no lights), treat the situation like an all-way stop. All directions likely have the same indication, and all should proceed the same. But be mindful that not all may realize you have a dark signal and may proceed through without yielding to your turn. As with all situations, proceed with caution.

#### **How and Why Might this Happen?**

The most common reasons a traffic signal may start flashing or go dark are: 1) a traffic signal pole is hit by a vehicle (which can affect the entire intersection), 2) lightning strikes, 3) power surges, or 4) power goes out in the area. In these situations, a conflict or disruption in the traffic signal controller is recognized and the signal cannot operate normally.

On rare occasions, the city may intentionally put signals into flashing red, primarily in construction-zones to better direct traffic through the zone.

When the signals go out unintentionally due to crashes and power disruptions, the city works to correct the situation as soon as possible to return to normal operations. Thank you for continuing to drive carefully through our city!

This article is reprinted by permission of:

**Dustin Nolan**

Recycling & Solid Waste Coordinator  
Department of Public Works  
City of Waukesha



## 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 is now catalogued, and sales have begun. However, the layout continues to be up for sale, just waiting for a new home. It should be noted that the layout is not really a portable layout that can be moved often. It is considered to be a sectional, not a modular layout.





**2024**  
**NMRA Annual**  
**Convention**  
**August 4 -11, 2024**  
**Long Beach, CA**



## Schooling Generations of Modelers

David Mielke

From preschool kids to those looking for something to fill the retirement days and those in between who desire to bring back a memory from their childhood, they were at the Train School.

The WISE Division second annual Train School was held on January 14, 2024, at the New Berlin VFW. While a snowstorm a few days before and frigid wind chills the day of the school, not to mention a Green Bay Packers playoff game, may have influenced attendance, 30 new and current NMRA modelers attended.

Those who attended engaged with Division members who shared how to set up and wire a train set, maintain cars and the building of structures. There were also demonstrations on track laying, scenery, track switching and 3-D printing. But the table with the most eager students was the make-and-take car building. To encourage membership in the Division and the NMRA, a welcoming and information table was right inside the doors.



While attendance was less than hoped for, it was decided that Train School would return in 2025. The VFW offered a more friendly and comfortable setting than the New Berlin Entertainment Center location of last year's school. However, the cost of the VFW is a factor. The New Berlin Public Library was proposed as next year's location because the price is just right; FREE.

It was decided to try changing the day of the Train School to January 18, 2025 – a Saturday rather than a Sunday.

Regardless of the location or the date, the Train School demonstrators will be there, offering their enthusiasm and expertise to generations of new modelers.



## 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](mailto: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](http://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](mailto: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](mailto: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:

Thanks for all the leads that you have been submitting. It has been a tremendous benefit to have several items to use as fill. It certainly is a time saver for me, and it makes the Owl Car more relevant to the Division. One type of submission that would be most welcomed are photos: operating photos, rail fanning photos, photos of rolling stock, etc. When submitting a photo, please be sure to include some information about what the readers are viewing.

Remember to send everything for the Owl Car to [owlcar@trainfest.com](mailto:owlcar@trainfest.com). The deadline is the 20th of each month for the next month's issue.

Your Editor  
 Cindy Mielke

## Pics From the Rails



Bensenville, Illinois. A redball West Coast freight train leaving the Bensenville yard of the Chicago, Milwaukee, Saint Paul



MILW 718 (Fairbanks Morse H12-44) at the new depot, Milwaukee, WI on August 28, 1966



One of the New Class S2 Locomotives Built by Balwin for the Milwaukee Road, December 1936

### 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](mailto:ap@trainfest.com).



	<p style="text-align: center;"><b>ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM FEBRUARY 2019</b></p>
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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.

For Gary Hendrickson, it is his hometown railroad of Nickel Plate Road. Gary’s grandfather was an engineer on the New York Central Railroad in Erie, Pennsylvania where Gary spent his childhood years. In fact, Gary lived near the cross tracks of the Nickel Plate Road main line. His father was a railfan from way back, often pulling his car along the track to rail fan with Gary.

Many ferroequinologists find their enjoyment of the hobby in building a layout. For Gary, that joy comes from his collection of 20+ locomotives and 125 cars, many of which he has built from kits.



### A Ferroequinologist in Training

Levi is one kid who is crazy about trains!!!!

Forget the video games. Just give Levi a train layout and he’ll be rivetted for hours. At the Train School on January 14th, Levi was captivated by the switching layout station manned by Nick Niedermann. According to Grandpa John, this is what always happens to Levi when he encounters a train of any kind.

At the urging of Grandpa, this precocious five-year-old finally pulled himself away and sought out a past issue of a Model Railroader magazine.

With his discovery in hand, he crawled under the table to settle in. While he may not have been able to read all the words, like all ferroequinologists Levi lost himself in the world of trains.



## Historical Associations: Milwaukee Road

*By Bob Storozuk, Curator  
Milwaukee Road Historical Association*

The predecessor of the Milwaukee Road Historical Association was started by a couple of young high schoolers in the early 1970's. They published a four page "newsletter" called *Fast Track* which gave current information about the Milwaukee Road. This sparked the interest of other Milwaukee Road fans and in 1972, the Milwaukee Road Railfans Association was formed with about 60 members. Over time, the organization grew and in 1986 the name was changed to reflect the end of the railroad and the new focus on its history. Growth continued and at one time membership reached just over 3, 000 members. Today, membership is approximately 2,300, with members in Europe, Asia, and Australia, making it the largest single railroad historical group in the U. S.

In 2017, the organization, after several years of fund raising, was able to fund \$250,000 to pay for and build one half of a preservation building to bring Milwaukee equipment at the Illinois Railway Museum into a protected structure. Prior to this, all the equipment was stored outdoors and was deteriorating. Since that time, several locomotives and cars have been restored and can be viewed with advance notice as the equipment is in a locked building.

In 2016, MRHA began moving forward with long term plans to build a museum and library/research center. The site chosen was again at the Illinois Railway Museum in order to offer the equipment and artifacts to visitors all in one place.

Completed in 2021, the facility houses hundreds of artifacts and records from the 1850's to the 1980's, including a huge system map, almost every book ever published about the railroad, framed pictures, models of Milwaukee equipment and two control boards from former Milwaukee towers (Duplainville, Wisconsin and Rondout, Illinois). The CTC Board from Rondout, which was once the site of interchange from three railroads, is in the process of restoration. This will allow visitors, in the future, to "route trains" when the electrical components are updated.

Also, in the early process of cataloging and scanning, are thousands of pictures and slides of the railroad, its equipment, and structures from across the entire system from Chicago to the Pacific Northwest. During the season, the museum is open from April to September on Tuesdays, Saturdays and Sundays from 10:00AM to 4:00PM. Group tours and other special arrangements can be made by contacting [museum@mrha.com](mailto:museum@mrha.com)





## Division Leadership

### Executive Committee

Burnell Breaker --- Interim Superintendent  
[superintendent@trainfest.com](mailto:superintendent@trainfest.com)  
 262-939-9193

Robert Niedermann --- Assistant Superintendent  
[Asst.super@trainfest.com](mailto:Asst.super@trainfest.com)  
 414-587-4778

Dennis Janssen --- Paymaster (Treasurer)  
[dennis@trainfest.com](mailto:dennis@trainfest.com)  
 262-544-6324

David Rohr --- Chief Clerk (Secretary)  
[chiefclerk@trainfest.com](mailto:chiefclerk@trainfest.com)  
 262-783-7230

Tim Koch --- Member at Large  
[tim@trainfest.com](mailto:tim@trainfest.com)

Gary Hendrickson --- Membership  
[members@trainfest.com](mailto:members@trainfest.com)  
 847-800-1380

Dave Nelson --- Clinics  
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Dave Poquette --- Achievement Program  
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Jon Dettmann --- Layout Tours  
[layouts@trainfest.com](mailto:layouts@trainfest.com)  
 414-469-7660

Dave Mielke --- Train School  
[mielkemanor@att.net](mailto:mielkemanor@att.net)

Cindy Mielke --- Owl Car Editor  
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Mike Slater --- Social Media Manager  
[m Slater@wi.rr.com](mailto:m Slater@wi.rr.com)  
 262-515-3623

Jim Hebner --- Webmaster  
[webmaster@trainfest.com](mailto: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](http://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](http://nmra.org/request-membership-info-changes)

to submit a request for changes to be made.

*Thank you!*

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

## December Executive Committee Minutes

**Wisconsin Southeastern (WISE) Division of the NMRA  
Executive Committee Meeting  
Wednesday December 13,, 2023  
Location: Lionel Railroad Club & Zoom**

Meeting called to order by Burnell Breaker at 7:03 pm

**BOD Present** – Burnell Breaker (Interim Superintendent)\*  
Dennis Janssen (Treasurer, Paymaster)  
David Rohr (Secretary, Chief Clerk)  
Tim Kock (BOD) Joined at 7:09pm

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

**Guests** – Bob Mcgeever (MWR President)\*  
\*Attended via zoom

**Absent** – Robert Niedermann (Interim Asst-Superintendent),

**Minutes:** No changes noted from November 8 meeting minutes, approved.

**Paymaster Report:**  
No changes noted from the November meeting, approved.

**Membership:**  
Gary Hendrickson stated we have 136 members, as of November, up 2 from last month, 4 unresponsive. 4 have been dropped.

**Clinics:**  
Burnell stated David Nelson has clinics for February and Marc

**AP Program:**  
David Poquette stated no news to report. We thanked Dave for his golden spike article.

**Owl Car:**  
December issue was sent to the members. Another great issue. Deadline for next issue is December 20

**Website:**  
Jim Hebner stated he has made some small progress on the website.

**Layout Tours:**  
Per Burnell, Jon Dettmann has Dave Poquette as the scheduled layout for February.

**Train Sales/Donations:**  
Selling at the Lionel Swap (3 tables) & WISE February and March Meet / Swap.  
Possibly selling at Mad-City Feb 17 & 18, and Rockford March 16 & 17, Lena IL - March 23 & 24

**November Meet Wrap-up:**

Keith Schmidt's 2 clinics ("Drone introduction"; and "images from above") were very interesting, and well attended.

**East Troy Trip:**

Began signing up members at the November Meet. We have 12 so far.

**Train School:**

We have over 30 blue box kits, 7 Accurail kits, 2 Accurail 3-pack kits. And many building kits in storage.

Bring Extension cords. Will need small screwdrivers, cutting tools, glue?

Burnell & Janssen purchased some small tool kits.

We can bring Don Strike's circus train and Empire Builder trains to display.

And building kits from storage.

No charge, need sign-up sheets to collect contact info for possible members.

**RPM / Modeler's Retreat:**

Mike Slater is working on this. We decided on the last Saturday in Sept 2024. (Sept 28, 2024)

Need to find a location. The New Berlin VFW is too expensive for a Saturday (\$500 upstairs, \$400 downstairs).

Investigating Dave Mielke's church in Kenosha (St Paul's on 39th) for suggested \$50.

We would have multiple rooms available. Times could be 9 - 3:30 pm. Need to be done by 4 or so, as they have a 5 pm service.

Will need to setup tables on Friday evening. Need to decide on admission.

**Trainfest Brand checkup:**

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

Burnell did talk with NMRA Legal Bill Hutton. We need to keep it active and in-use.

**Staeger Collection:**

We have had 2 inquiries on the layout.

The layout is not really made as a portable to be moved often. It's a sectional, not a modular layout.

**New business:**

Dave Poquette asked about the status of the division. Burnell explained we are still in "Suspended" status, with the bylaws/constitution on hold.

Primary reason is we need to gather candidates to run for Super, Asst Super and other elected positions, and replacement or assistant to paymaster.

**Next Meeting:**

Scheduled for Wednesday January 10, 2024, at 7 pm at the Lionel Railroad Club in New Berlin, or via zoom

The next meeting is February 14 (also Ash Wednesday and Valentine's Day) at the Lionel Club in New Berlin.

Meeting moved to closed session at 8:00 pm.

Attendees for the closed session were the Executive Committee and Bob McGeever

Closed session ended and meeting adjourned at 8:27 pm.



# 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 - 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](http://www.milw-lrrc.com)

October - March  
3rd Sunday, except February, which is on  
the 4<sup>th</sup> Sunday.  
Feb 25, Mar 17 2024

Kenosha Union Hall Swap Meet,  
3030 39th Ave – Kenosha, WI

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

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

O Scale Meet

<https://marchmeet.net/WP/>

March 14, 15, 16, 17, 2024

Racine Lionel Club Open House –  
4625 Washington Ave – Racine WI

Feb 17, Mar 23, Apr 20, May 11, 2024

Rock River Valley Train Show –  
Harlem High School - Machesney Park IL  
9229 N. Alpine Road

Mar 16 & 17, 2024  
Sat. 10:00 - 5:00 Sun. 10:00 – 3:00

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/scrimjimmyspring.html>

April 7, 2024

## Shows and Swaps (continued)

### Title Town Train Show 2024 - Green Bay

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

May 4 & 5, 2024

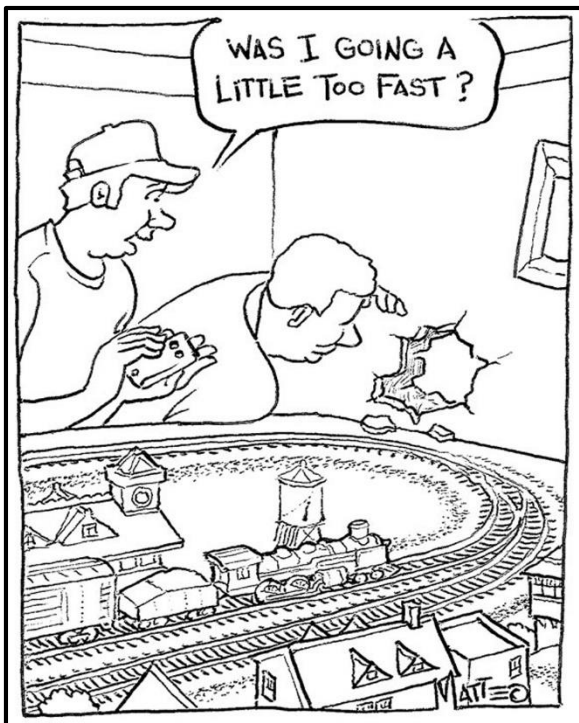
### 4000 foundation – Rail Fair, Copland Park, La Crosse, WI

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

July 13, 2024

### Onalaska Omni Center, La Crosse and 3 Rivers Model Railroad Club - Onalaska, WI

March 16 & 17, 2024



By Matt Matteo

October 11, 2021 issue of Model Railroader

## 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](mailto: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](mailto:superintendent@trainfest.com)





## Special Events: Milwaukee Domes

The Milwaukee Dome's annual Train Show is the most popular show in the themed Show Dome lineup. This year's train show at the conservatory displays tiny toy towns constructed from iconic children's toys that will appeal to the child in all of us. A G scale train loops through the Dome's spectacular plantings including miniature conifers, azaleas, pansies, and primrose.

The show runs January 20 – March 17, 2024.

The domes hours are Monday, Wednesdays, Thursdays and Fridays 9:00a.m.- 5:00p.m. Saturdays and Sundays from 9:00a.m.- 4:00p.m. The Domes are closed on Tuesday.

### Toyblox: Tiny Toy Towns



### All-Scale Train Exhibit The Domes Lobby & Greenhouse No. 7

The Milwaukee Domes All-Scale Train Show is a rail fan's dream. Exhibitors show off their tiniest toy train layouts to the largest model trains, in this show that's true to its name! The show-within-a-show is an adjunct to the Dome's Garden Train Show, "Toy Blocks: Tiny Toy Towns," which continues in the Show Dome through March 17. The All-Scale Train Show occupies the lobby and Greenhouse 7 on February 3rd and 4th.

The All-Scale show is included in regular Domes admission and is open during standard Domes hours.



Mitchell Park Domes, 524 S Layton Blvd, Milwaukee, WI 53215

[mitchellparkdomes.com](http://mitchellparkdomes.com)



Saturday, March 9, 2024  
9:00am – 4:00pm  
Sunday, March 10, 2024  
10:00AM – 4:00pm

Begin the show at the Delavan American Legion at 111 South 2nd Street where you will receive your map and train “ticket” to be punched at each location you visit.

The 2024 Delavan Train Show arrives in historic downtown Delavan, WI on March 9 & 10, 2024. With layouts and interactive exhibits displayed across the Downtown, visitors can enjoy a free, family-friendly weekend with a small-town festival feel. Kiddos of all ages can operate accessories, complete scavenger hunts to find characters and details on layouts, and even run the trains on the layouts. As always, the Delavan Train Show is free admission and offers free parking in the downtown area.

Featuring layouts of all sizes and scales, the Delavan Train Show enables visitors to see some of the most exciting layouts from the "big" shows as well as beautiful layouts from local hobbyists. Win prizes throughout the weekend during raffles and giveaways from local businesses. Spanning the entire downtown area, hop on the Trolley to explore all of the exhibit locations. Don't forget to snack on yummy foods from Food Trucks and Restaurants.

Bring the entire family for a fun-filled weekend at the 2024 Delavan Train Show! See you there!





*(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](http://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](http://www.milw-lrrc.com)

Like & Follow us on  
**FACEBOOK**







**MODEL RAILROAD  
TRAIN SHOW**



# **SWAP MEETS**

at the

**KENOSHA UNION CLUB**  
**3030 39<sup>th</sup> 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**

**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](http://Rrvd-nmra.com)

[facebook.com/TheRRVDNMRA](https://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.)*







- Regional Train Event
- Clinics
- SIG Activities
- Layout Tours
- Operating Sessions
- Display Room
- NMRA AP Program Evaluation
- Railroad & General Interest Tours

The Midwest Region of the National Model Railroad Association (NMRA)

# AROUND THE BEND

MIDWEST REGIONAL CONVENTION

• **MAY 2ND-4TH, 2024** •

## The Century Center

120 Dr Martin Luther King Jr. Blvd. South Bend, IN

The National Model Railroad Association (NMRA), Midwest Region (MWR) 2024 Convention hosted by the Michiana Division. We sincerely welcome you to the convention. We have a great event planned for both veterans and beginners in the hobby of model railroading.

Additionally, the Steel Mill Special Interest Group will participate in this event with featured Steel Mill (SIG) clinics and vendors.



### Admission Prices

This event is open to NMRA members and the general public

#### Early Bird Registration (ends April 1, 2024)

Full Convention Registration **\$70 Public \$60 NMRA \$48 Volunteers**

One-day Registration **\$40 Public \$30 NMRA \$24 Volunteers**

#### Gate Registration (on or after April 2, 2024)

Full Convention Registration **\$75 Public \$65 NMRA \$52 Volunteers**

One-day Registration **\$45 Public \$35 NMRA \$28 Volunteers**

Members of the public may pay for a Rail Pass Membership and receive NMRA admission prices. Children 12 and under accompanied by an adult (paid) are admitted free.



VISIT  
**SOUTH BEND**  
MISHAWAKA

For more info visit  
[2024AROUNDTHEBEND.COM](http://2024AROUNDTHEBEND.COM)