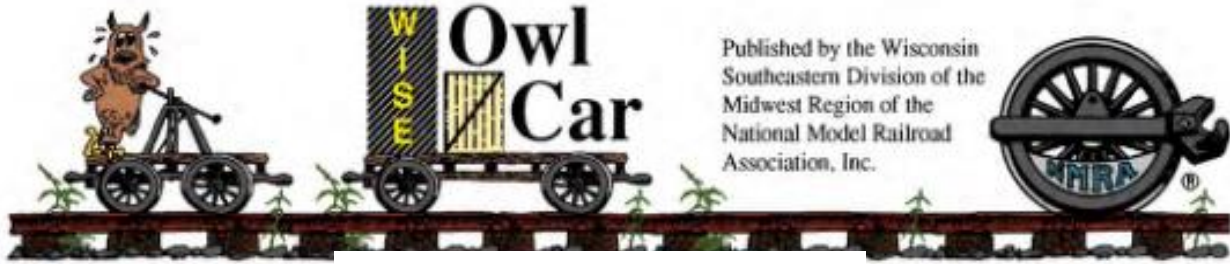


Deadline for Submission to the August Issue:  
July 20, 2024



May 2024

## THE “INTERIM” HEAD OWL HOOTS

Burnell Breaker

Happy Spring fellow WISE Division members!

We've made it through another successful, I believe, season of meets and events. Our charter trip on the East Troy Electric Railroad was a great time! We got a trip of the entire line from East Troy to Mukwonago. Very informative tours of the equipment in their 3 buildings and a great box lunch from the Elegant Farmer at Indianhead Park in Mukwonago.

The 2024-2025 season looks to be another exciting time for us. Take note of the schedule in this issue. Our meets and Train School will move to Saturday afternoons and be in the Community Room of the New Berlin Public Library. Since this is a public building, we can't charge admission or have any selling of items. Anyone will be welcome to attend. Only NMRA members will be able to participate in contests and layout tours. Trainfest is back for 2024, with Great Train Shows putting it on downtown at the Baird Center. We will have a booth at Trainfest to promote the WISE Division and NMRA. We will again have half-price tickets available to WISE members for Trainfest.

As I said before, we will be turning our Constitution and By-Laws into the Midwest Region Board of Directors for approval at their fall board meeting. Once approved, we will again be active and looking forward to elections at the end of this coming season. We will announce who is up for election this fall and be looking for interested candidates for the spring 2025 election. We are still in need of committee chairpersons for Video Library, AV/Internet, Contests, Trips/Picnic.

Remember to take pictures of your railroading adventures this summer and email them to our Owl Car Editor, Cindy Mielke.

[owlcar@trainfest.com](mailto:owlcar@trainfest.com)

See you September 28 at the Modeler's Retreat!

Burnell

### Upcoming Division Events:

Executive Committee Meetings  
May 8, 7:00pm  
Lionel Railroad Club

Model Railroad Retreat  
September 28, 2024  
St. Paul's Lutheran Church, Kenosha

## 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).



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

## **2024-2025 Schedule of Events**

**Saturday, September 28, 2024 - 9:00 a.m. to 3:00 p.m.**

**Model Railroad Retreat - St. Paul's Lutheran Church**

**NON-MEMBERS \$5.00 - 8760 - 37th Avenue, Kenosha**

(Clinics, Displays, Vendors, Layout Tours)

**Saturday, November 16, 2024 - 1:00 p.m.**

**Monthly Meet - New Berlin Public Library Community Room**

**FREE ADMISSION - 15105 Library Lane, New Berlin**

(Contests, Clinics, Bring & Brag, Layout Tour)

**Saturday & Sunday, November 23-24, 2024**

**Trainfest - Baird Center, Milwaukee**

(Extra Fare Event)

**Saturday, December 14, 2024 - 1:00 p.m.**

**Monthly Meet - New Berlin Public Library Community Room**

**FREE ADMISSION - 15105 Library Lane, New Berlin**

(Contests, Clinics, Bring & Brag, Layout Tour)

**Saturday January 18, 2025 - 1:00 p.m. (tentative)**

**Train School - New Berlin Public Library Community Room**

**FREE ADMISSION - 15105 Library Lane, 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 15-16, 2025**

**Mad City Train Show - Alliant Energy Center, Madison**

(Extra Fare Event)

**Saturday, February 22, 2025 - 1:00 p.m. (tentative)**

**Monthly Meet - New Berlin Public Library Community Room**

**FREE ADMISSION - 15105 Library Lane, New Berlin**

(Contests, Clinics, Bring & Brag, Layout Tour)

**Saturday, March 22, 2025 - 1:00 p.m.**

**Monthly Meet and Membership Meeting**

**Oconomowoc Historical Museum**

**FREE ADMISSION - 103 West Jefferson Street, Oconomowoc**

(Contests, Clinics, Bring & Brag, Layout Tour)

**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, presented by Great American Train Shows, 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.



## Making A Silk Purse – Part Nine

Ken Mosny

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

### Care and feeding of Capacitors

Now that the locomotive is essentially finished, it is time for some testing. I dialed in the chuff rate close to the driver speed. It has an annoying dynamo sound which, of course, I will have to figure out how to turn off. Then it was off to the main line. Wow, I was really impressed. After cleaning the wheels with a paper towel wetted with mineral spirits, I think it is the best running locomotive on the first test run I have built. It started on the first click of my DT-400 throttle with CV02 V Start at 000. I measured the lowest speed at about 1.5 scale miles per hour. Pulling up the ruling 1.75% grade were 8 or 9 randomly selected cars which is my maximum train length.

Testing did reveal some problems. All my other locomotives have nonsound NCE decoders. The Digitrax SDXH166D is much more sensitive to non-ideal track and wheel cleanliness than the NCE decoders. It does not stall, but just occasionally hesitates with the sound dropping out for a fraction of a second and then moves on. The NCE decoders do not do this, so I have never had to use the Keep Alive© capacitors before. Space is very tight in the tender to add one. The very low current draw of coreless motors should mean that not much of a capacitance is needed. Careful cleaning of the wheels and track solved the dropout problem, but I do not think I am up to that level of maintenance.

I looked at the available Keep Alive© but could not find one that fit very well in the slope back tender. I should mention here that Keep Alive© a trademark of Train Control Systems (TCS) for this kind of device, but I will use the term here because it is also in general use. I did consider the TCS KA1 Keep Alive©, the smallest available that I could find, but in the end, I decided to build my own.

Keep Alive© are only possible because of the innovation of super capacitors. Ordinary capacitors have values measured in micro ( $\mu$ ) farads (f) which are millionths of a farad. This is because the farad is numerically an extremely large electrical unit. A 1000 $\mu$ f capacitor, a large common size, is 1000 millionths of a farad or 0.001f. Most super capacitor values start at one farad, and that makes them typically at least 1000 times or more of electrical capacity than ordinary capacitors. You would need 250 1000 $\mu$ f ordinary capacitors to have the electrical storage capacity of the four super capacitors in the tender of my 0-6-0.

The Keep Alive© is connected to the decoder circuit positive and negative which are not the red and black wires that go to the rails. The decoder positive is usually the blue wire common to the lights. The negative will have to be found on the circuit board if the manufacturer doesn't have a wire for it, or it may be a solder pad on the board. There are no general standards for these connection points so you will have to research them. Many new decoders have wires, sockets or solder pads noted in the instructions. For the Digitrax SDXH166D sound decoder, the purple wire from the sound plug is the decoder positive, and the green wire from the sound plug is the decoder negative.

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

I found that out by sleuthing on the internet and confirming with a voltmeter. Digitrax does not tell you that. These wires are at about constant 13.5-14.0 VDC potential when connected to my HO Zephyr command station. The black sound capacitor on the SDXH166D can be removed since it won't be needed when connecting a keep alive. See Photo 1.

Drawing 2 shows a schematic of the keep alive I designed. It is a standard approach for one as simple as they get. Most use five or six capacitors for a higher voltage rating and some add biasing resistors for added capacitor protection, but I determined that 11 volts was good enough for the low current coreless motor in this locomotive. Probing the test circuit with a voltmeter convinced me that biasing resistors were not needed to protect the capacitors from over voltage.

The circuit works like this. I will use the concept of positive current flowing from plus to minus. Working from the positive at the top of the diagram and down, the capacitors are charged at power on by current flowing to the diode and 100Ω resistor. Since the diode blocks the flowing current (positive current flows through the diode only in the direction of the triangle shaped arrow of the symbol), the current is forced to branch through the resistor next to it. Next the current comes to the junction of the Zener diode and the four 1f capacitors. Again, the Zener diode also blocks the current and the current is forced to branch to the capacitors. The capacitors take time to charge because the 100Ω resistor limits the current. Mine takes 15 seconds or so to charge. As they charge, the voltage at the junction with the Zener diode rises.

When it reaches 11 volts, the breakdown voltage, the Zener diode begins to conduct current, and the voltage remains steady with the capacitors now fully charged. The circuit will remain in this steady state of charge until the power is interrupted.

When the power is interrupted, say by dirty rail or an isolated frog, current stored in the capacitors now flows back to the positive decoder wire. When it meets the resistor and diode in parallel, the current prefers to branch through the diode in the direction of its arrow symbol because the diode has lower resistance than the resistor. As the current flows back into the positive decoder wire, it keeps the motor and sound running until power is restored. If the power stays off, eventually the charge in the capacitors will drop too much. If the voltage in the capacitors drops below about 9 volts, the sound will shut down and the locomotive will visibly slow down. Why are there four capacitors instead of one? Super capacitors (supercaps) cannot be charged over their rated voltage which for these capacitors is three volts. The voltage ratings of these capacitors are 2.7-3 volts maximum for the case size here. Higher voltages may have cases too big to fit. They also need to have low internal resistance on the order of 200-300mΩ. In order to achieve the minimum 11 volts needed, four three-volt capacitors must be stacked in series for a combined 12 volts and 0.250f rating.

At the bottom of the circuit is a 100 microhenry inductive choke coil. This is optional but for \$0.35 is highly recommended. For size considerations, I chose a 275ma rating which is adequate for my motor but should be increased to at least 500ma for most HO applications. When programming a decoder, the capacitors tend to absorb the programming signal pulses and prevent programming.

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

This choke coil blocks the pulses from entering the capacitors. If you do not add this choke coil, you may have to disconnect the keep alive during programming or use a high-power programmer. I have also read that ops mode programming can work without a choke coil, but I have not tried it. A choke coil can also be added to the power lead of commercial Keep Alive© if you have programming problems.

Here is a list of the parts:

- 1 1N4001 diode
- 4 SCCQ12E105PRB 1f, 3v, 240mΩ capacitors
- 1 77F101J-TR-RC 100μh, 275ma choke coil (note low current rating)
- 1 1N5241 11v, 500mw Zener diode
- 1 100Ω ¼w resistor

Photo 3 shows the parts. I bought five sets of these from Digikey for \$46.12, less than ten dollars per keep alive. Most of the cost is for the twenty supercaps at \$1.50 each plus the shipping, tax, etc. Unfortunately, you just can't go down to Radio Shack and buy this stuff anymore, so it must be ordered. I first assembled the circuit on a breadboard to test it, photo 4. After stress testing several of the components to their limit and clearing the smoke from the room, determined the limits of the design, and I pronounced the circuit workable.

Photo 5 shows the final assembly ready to install in the tender. The Capacitors were glued to the sides of the speaker with E-6000. The wiring for the components was just point to point.

This is a crude method but OK for a one-off assembly. I will put it in a piece of 5/8" shrink wrap tubing around the circuit later.

The Keep Alive© works quite well. It takes about 15 seconds to charge, but the locomotive will run immediately. It may just stall until the circuit is charged. Run time without track power is a couple of seconds before the speed drops enough to be noticed. I figure if the power cuts out for more than a fraction of a second, the track is dirty, and it is time for maintenance. If you want a little more run time, add another 1 farad, 3-volt capacitor and increase the Zener voltage to 13.5 volts or so. If you want it to charge a little faster, use a 68Ω resistor in place of the 100Ω one.

In the next installment, I will finish up with the final testing and painting.

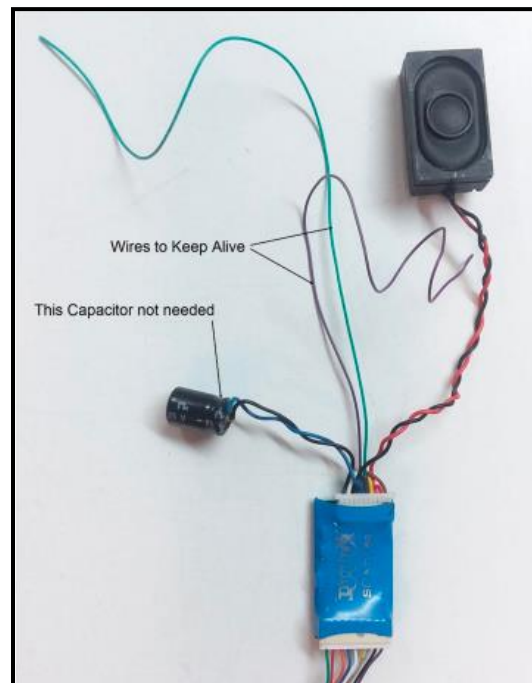


Photo 1

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

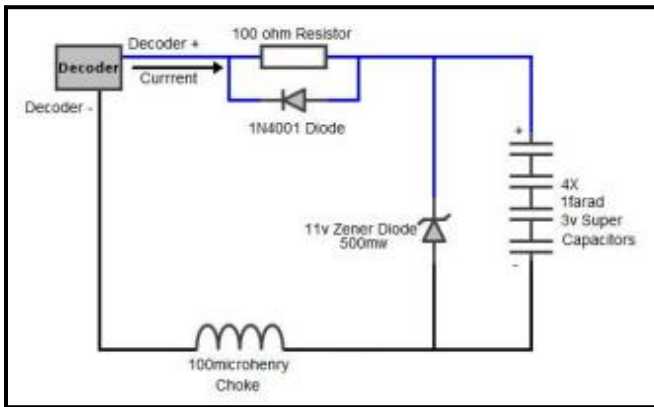


Photo 2

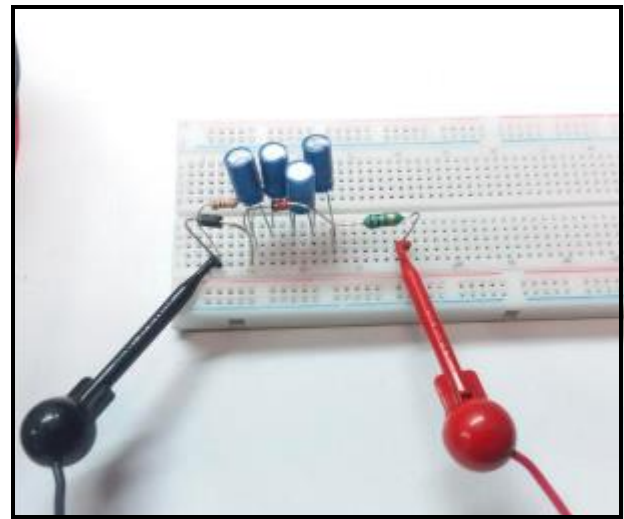


Photo 4

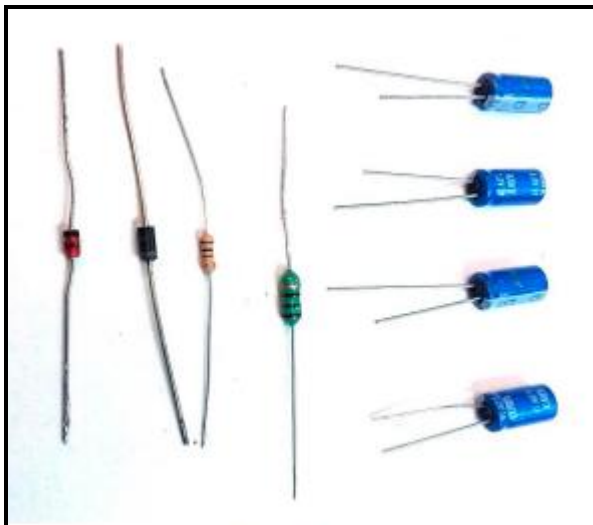


Photo 3



Photo 5



## Making A Silk Purse – Part Ten

Ken Mosny

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

### Tender, Test and Paint

After a long time, this project is finally coming to the finish line. Normally, I would have completed it some time ago, but the decision to write these articles took a while with the taking of photos and all. I had to scratchbuild two boilers because I had almost finished the boiler before I decided to write these articles. I needed another boiler for construction photos. Also, the long construction time and display at meets caused excessive handling resulting with the breakage of most of the delicate 3d printed parts at least once. Every time the model came back from a display, something was broken. That is a big advantage of printing your own parts, it is very easy to make another. Resins for the hobby printer have way to go to match the durability of plastics like Delrin or ABS, but I think they will eventually get there. We are still in the Model T era of this technology for the home hobbyist.

The biggest change for the tender on this project was the decision to 3d print a new frame and end beams. Originally, I was just going to cut out the oil bunker to change the tender to coal, but the frame had some issues. Although the diecast frame adds plenty of weight to the tender, the steps look awful, and it has an extra thick floor for weight making it difficult to find enough room to fit the Digitrax sound system. Also, the bolster locations are off, and it replicates a steel frame style. Although the shell is rather large, I decided to live with that because it afforded extra room for lead weights.

A smaller shell would probably require the extra high density of depleted uranium weight material which I didn't have on hand at the time. Photos 1 and 2 show the floor I 3d printed next to the MDC diecast floor. The air brake casting is a Cal Scale 190-300 which, although not completely accurate, is close enough and was in my parts stock. Note the groove added later in the tender floor to pass the 1mm diameter truck wires. Yes, the wiring really is that tight!

Photos 3 and 4 show the original MDC shell and my modified one. Side boards from styrene strip on top surround the hole from the cutout oil bunker and more styrene strip in front replicates the boards holding the coal pile from burying the fireman. A coal pile was made from scale coal glued to window screen. This way of representing the coal pile leaves enough free space to allow the sound from the speaker below to pass through but still looks like solid coal from above. Toolboxes, common on switchers, made from styrene flank the coal bunker. The MDC toolbox on the rear slope was removed and holes filled. The rear light platform was filed off and relocated farther down the sloped back of the tender. N scale brass brake wheels soldered to wire stems are the new water valve wheels. The top handrail was removed, and the holes filled. Photos 5 and 6 show the completed tender.

The locomotive is also a little nose heavy needing some weight in the cab. I did not put a sheet of lead in the cab roof or lower sides of the cab. I will add these and cab window glazing the next time the cab is off.

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

At this point I kept studying the locomotive for more detail to add or change. I ended up printing a cinder dump cleanout tube for under the front of the smokebox, making wire steam valve chest lines, smokebox inspection port cover and builder's plates. The builder's plates are an interesting illusion. They are patterned after an 1895 Baldwin style plate. The actual printing is way too small to 3d print, but it is possible to print tiny rectangles in place of the words. After the builder's plate is painted black, dab a very thin, almost dry, coat of gold paint on the tip of your finger. Touch the plate transferring some of the paint from your finger to the raised "word" rectangles on the plate. You can keep dabbing until tiny dots of gold on the plate are to your liking. The result is an illusion of real printing. Go lightly because too much gold paint can ruin the effect. The number plate on the smokebox front was also painted this way. The number on the front was large enough to 3d print.

I really didn't want to take it apart for painting. It runs too well. Steam engines are complicated to reassemble. Unlike diesels, they can't be fully tested with the shell off so it always seems that a steam locomotive must be reassembled several times before all is right. Oh well, on to the paint department.

The first step is to prime the metal chassis. I masked the axle slots and gears. I decided to try a self-etching primer which is supposed to be very chip resistant, photo 7. Rustoleum sells it in rattle cans.

It went on smoothly and not so thick as to obscure detail. I couldn't scratch it with light thumbnail pressure.

The boiler and tender were primed with cheap rattle can flat black. This approximated the final color and allowed careful inspection for defects. Defects were corrected by sanding, filling or whatever, and resprayed until I was satisfied.

Finally, everything was airbrushed with Polyscale grimy black. The driver faces were brush painted rather than trying to mask or clean the axles, tires, and gear. The tender trucks were airbrushed fully assembled, photo 8. After the paint was dry, the truck wheelsets were removed to clean the wheel treads, axles, and axle wipers. The unwanted paint was removed from the axle wipers by rubbing with a cotton swab wetted with lacquer thinner photo 9. Wheel tread and axle paint was removed by putting the wheelsets in a spare truck and rubbing the areas with the same swab while rolling the truck on a paper towel photo 10. Finally, a fiberglass scratch brush was used to polish any more residue. The wheelsets were chucked in a lathe or drill and polished at low speed with a fiberglass brush photo 11. The paint on the brass whistle and safety valves was removed with a small stiff bush and lacquer thinner, photo 12.

The smokebox was airbrushed with Tru-Color graphite lacquer. I then masked the smokebox and resprayed the graphite overspray on the boiler jacket with grimier black photo 13.

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

This may sound like a strange masking procedure, but it is easier to mask the smokebox to keep the black off the graphite than the other way around and I like to inspect the final coat of black on the whole locomotive before painting the smokebox. Also, if you make the stack removable, it is much easier to mask the smokebox.

The areas to have decals applied were gloss coated with Pledge (previously called Future) acrylic floor finish. I either airbrush it on large areas like the tender sides, or for a small area like the number on the dome, just brush a little on. You don't need to coat the entire model with the Pledge, just the areas where the decals are applied. I find Pledge a very good base for decals. I think it is much better than gloss paint because the decals seem to "melt" into it when Solvaset is applied, and the thickness of the film can be very thin. My article in the [Fall 2017 Flimzie](#) explains the use of Pledge so I won't detail the procedure here. After the decals were dry, I airbrushed on Dullcote thinned 1:1 with lacquer thinner. I have never been very satisfied with rattle can Dullcote, so I always airbrush it on. The very thin 1:1 mix requires many coats, but I think it results in a more even appearance.

The trick to easily paint the lamp reflector is as follows. Paint the lamp reflector with gloss silver paint like Testors silver or a 1:1 mix of silver and gold if you want to replicate the yellowish look of a lightly tarnished silver-plated reflector. Then insert one of the lenses you punched from clear plastic into the lamp. This lens will mask the reflector when you airbrush the body of the lamp.

Lightly mist multiple coats of grimy black on the body of the lamp. Too heavy of a coat of paint all at once may bleed under the edge of the lens mask onto the silver reflector, and I have also had the lens mask blown out by too much airbrush air pressure. Remove the lens mask and "voilà!", a perfectly masked reflector. This is much easier than trying to paint the reflector with a small brush without getting silver on the painted lamp body.

Insert a new lens and glue it in place with several minute drops of Pledge floor finish applied at the edge of the lens with the point of a dull sewing needle. You can dull the needle by stoning it to a slightly rounded tip. I find a dull sewing needle works better than a sharp one because the Pledge seems to form a fine film at the tip of the needle. I suspect this has something to do with the liquid surface tension properties at a sharp tip. To learn how to punch out the lenses, see my article in the [March 2022 Flimzie](#).

The lamps are simply set on the bulbs and glued on. A tiny dab of E6000 on the back of the bulb will keep it from falling off, but still allow the lamp to be easily pulled off if necessary. I did run into an unexpected problem with the lamps in this model. In the past, I have used Miniaturics 18-712-10 1.7mm 12v 30ma lamps without incident in plastic box oil lamps and a butyrate lens. I needed more lamps, but the hobby shop only had Miniaturics 18-012-10 2.4mm 12v 50ma lamps so I bought them. These larger bulbs produce a lot more heat and melt the butyrate lens material. I tried switching to 0.005" thick clear styrene which I found less prone to melting.

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

In the end after some experimenting with lower voltages, I used a 150  $\Omega$  resistor in series to lower the lamp voltage to about 7.5 volts. I think a 120  $\Omega$  resistor would have worked and been a little brighter, but I didn't have any on hand. The lamps are dimmer, but that is OK as 19th century oil lamps were not bright white, anyway.

I painted the rest of the locomotive grimy black. I do not like the look of engine black even on a model that is not weathered. It is too dark. To my eye, models need to be lighter to look right, and grimy black is much better. I once read that this has to do with the viewing distance of prototypes. The many feet of atmosphere between us and the real thing tends to scatter and reflect light especially off particles in the air. This imperceptible haze combined with the sunlight effectively makes prototypes appear lighter. Since our models don't have this atmospheric distance or sunlight, lighter models imitate it.

It is time to declare Sugar River and Ridgefield no. 11 finished for now before I find more changes to make. After admiring my work for a while, I will probably do some light weathering, when I feel up to it. Here are photos 14- 17 of the finished locomotive. Next step will be to have it Merit Award judged.

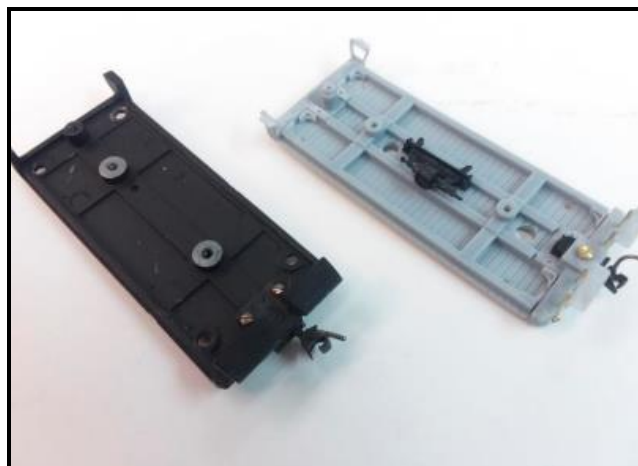


Photo 1

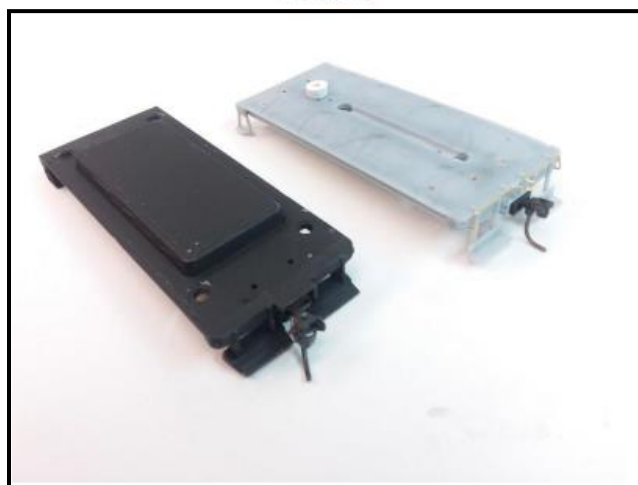


Photo 2



Photo 3

Making A Silk Purse – Part Ten  
*(continued)*



Photo 4



Photo 5

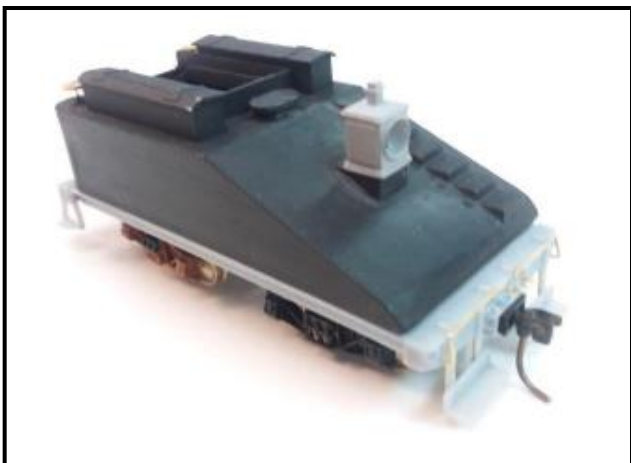


Photo 6



Photo 7



Photo 8

Making A Silk Purse – Part Ten  
*(continued)*



Photo 9



Photo 11



Photo 10



Photo 12

Making A Silk Purse – Part Ten  
*(continued)*



Photo 13



Photo 16



Photo 14



Photo 17



Photo 15

## 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:

Whew!! The months just flew by and here we are already paging through the last issue of the Owl Car for the year. But just because our next issue is months away doesn't mean that you need to stop submitting articles, photos or leads to stories. If you're railfanning or attending an event or operation session, take those photos and give me a sentence or two about it.

Remember to send everything for the Owl Car to [owlcar@trainfest.com](mailto:owlcar@trainfest.com). The deadline for the September issue will be August 20<sup>th</sup>.

Enjoy your summer!

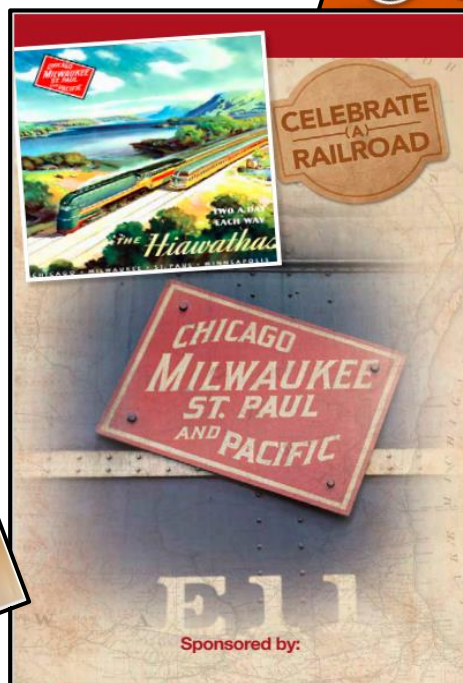
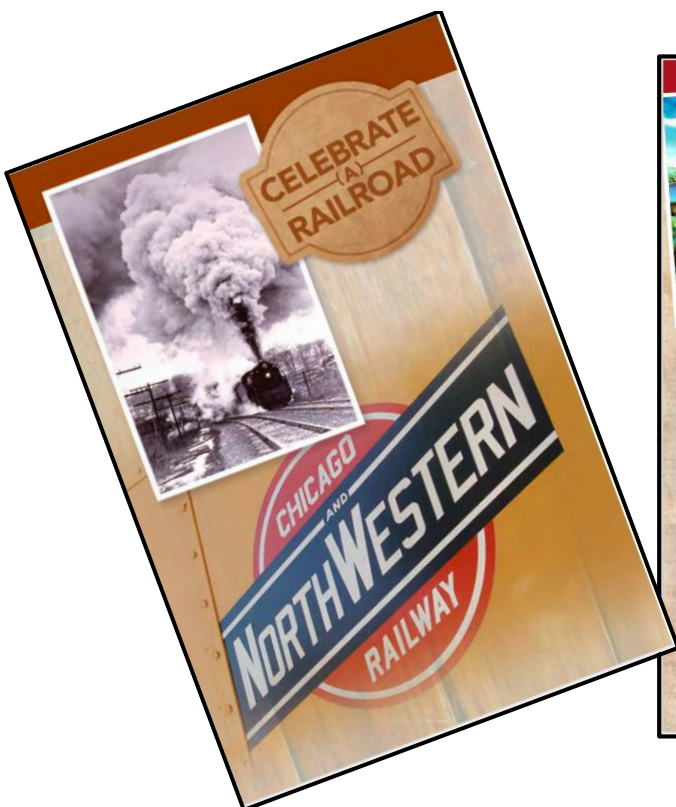
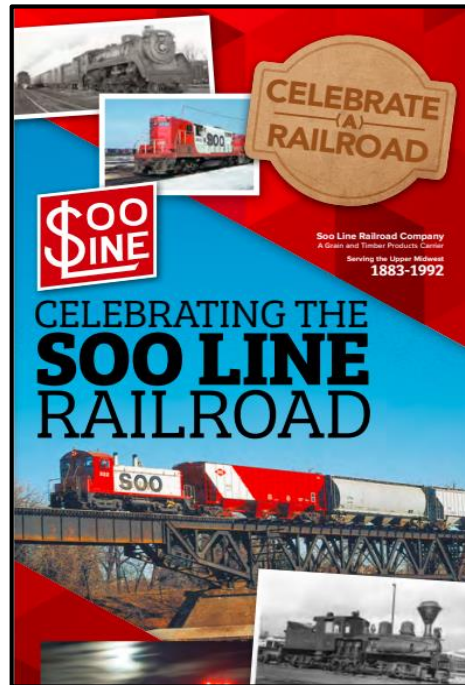
Your Editor  
 Cindy Mielke



# Celebrate-a-Railroad!

The “Celebrate-a-Railroad theme was launched at Trainfest 2015. The inaugural road was Chicago & North Western (C&NW). As part of each of the Celebrate-a-Railroad themes, a museum quality historical exhibit was created by the WISE Division along with their partners: the C&NW Historical Society, the Milwaukee County Historical Society, the Grohmann Art Museum and Mercury Communication Partners. Each of the themed displays consisted of 32 full-color panels like the panels shown here.

For many years, these 72 inches high by 36 inches wide panels were stored by the WISE Division. Then, last month, the respective historical societies were contacted to determine their willingness to take the panels for their own use. The Celebrate-a-Railroad panels have now launched into a new era of educating and exciting patrons about the great American railroads.



## 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

##### **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: \_\_\_\_\_

## Golden Spike Award Recipients

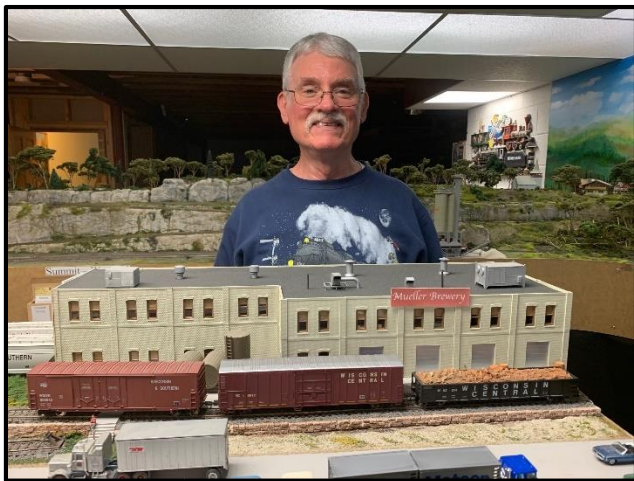
The Golden Spike Award is part of the Achievement Program (AP) and serves as an entry point for model railroaders who are striving to become Master Model Railroaders or MMR. Its recipients are individuals who have demonstrated familiarity with different aspects of the hobby, rather than expertise in a particular area.

Those different aspects of the Golden Spike Award encompass Rolling Stock (Motive Power & Cars), Model Railroad Setting (Structures & Scenery) and Engineering (Civil & Electrical).

It is with great pleasure that the WISE Division announces three of its members who have received the Golden Spike Award.



Robert Niederman



Chuck Geveart



Ray Meyer

While Chuck Geveart and Robert Niederman received the award for the work they have done on their layouts, Ray Meyer received the award for his work on the Metro RR Club in Port Washington.

Congratulations to all on a job well done!!

## 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.

For many scholars of this area of interest, their studies begin early in life as is the case with ferroequinologist, Robert Neiderman.

Robert has been playing with trains since age 2 or 3. His first was his brother’s O gauge 1935 American Flyer steam train.

After college, Robert began to model in HO. A Mantua 0-6-0 steam engine from a kit and a Mantua 4-6-2 were the first additions to his collection. Over the years and with many changes to his address, Robert added engines, cars and buildings, usually rebuilding his layout with every move into a new house.

His current layout was started in 2004 using modules which were moved and expanded into yet another new home in 2015. It is an island style, a C shape. The layout was changed to DCC during the last move and the modules were reassembled. Robert’s railroad is the Midwest Central Railroad, generally running from Dodgeville in South Central WI down the old Illinois Central tracks to Freeport and Rockfort, Illinois. It is transition era up to 1970. A lot of Rock Island and some intersecting railroads run on Robert’s layout. He runs both steam and diesel engines; most are freight trains but there are some passenger and RDC as well.

The scenery is a combination of hard-shell, home-made trees, and landscaping. Three of the corner modules are 20+ years old, salvaged from the Waukesha County 4-H layout that Robert organized.

For Robert, the joy of model railroading comes in laying track as well as building kits. He enjoys painting the kits, enhancing with details and adding his own name to it.

Robert Neiderman stands with his layout proudly wearing his “Grandpa Train” shirt which was given to him by his grandchildren.

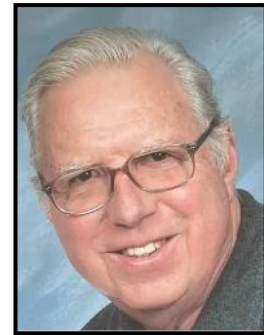


The members of the WISE Division are saddened by the passing of two individuals who have contributed to the Division and to the hobby of model railroading for many years.



### Theodore Edward "Ted" Zieger

Ted was a WISE Member since 2009. He served as the Contest Coordinator and was engaged in the work of a number of Division committees and events. Ted passed on April 5, 2024, at the age of 73.



### Erwin Arthur Tarnow Jr.

Erv founded and opened, in 1985, Jetco Enterprises in Waukesha, WI. This company specialized in model railroads. Jetco Enterprises developed and grew into Hiawatha Hobbies, located in Pewaukee, WI. Erv passed away on April 15, 2024, at the age of 92.



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



### 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".

## 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  
[engine1385@aol.com](mailto:engine1385@aol.com)

Dave Poquette --- Achievement Program  
[ap@trainfest.com](mailto:ap@trainfest.com)

Jon Dettmann --- Layout Tours  
[layouts@trainfest.com](mailto:layouts@trainfest.com)  
 414-469-7660

Dave Mielke --- Train School  
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Cindy Mielke --- Owl Car Editor  
[owlcar@trainfest.com](mailto:owlcar@trainfest.com)

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!*

The WISE Owl Car is published by the Wisconsin Southeastern (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](mailto:owlcar@trainfest.com)

# March Executive Committee Minutes

**Wisconsin Southeastern (WISE) Division of the NMRA  
Executive Committee Meeting  
Tuesday, March 13, 2024  
Location: Lionel Railroad Club & Zoom**

Meeting called to order by Burnell Breaker at 6:58 pm

**EC Present –** Burnell Breaker (Interim Superintendent)  
Dennis Janssen (Treasurer, Paymaster)  
Robert Niedermann (interim Asst-Superintendent)  
David Rohr (Secretary, Chief Clerk)  
Tim Koch (BOD) joined at 7:21

**Chairs Present** - David Mielke (Train School)\* joined at 7:15, Cindy Mielke (Owl Car)\* joined at 7:15  
Mike Slater (Facebook)\*, Jim Hebner (Website) \*, Gary Hendrickson (Membership) \*

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

**Absent –** None

**Minutes:** No changes noted from the January 10th meeting minutes, approved.

**Paymaster Report:**

No changes noted from the February 20 meeting, approved.

**Membership:**

Lucy Dormont (Marketing Consultant) from HQ wants to do a video featuring the division's old & new members. She wants to attend, virtually, one of the upcoming EC (BOD) meetings.

**Clinics:**

Burnell stated David Nelson has clinics for March. But, Dave Poquette will not be able to present his due to a medical issue.

Brian Siegl will present his topic 'Oshkosh Railroads.

**AP Program:**

No report from Dave Poquette.

**Website:**

Jim Hebner is still working on the new website. Working on a section "About" for the division history. Visit "<https://hebners.net/wise/>" to see the latest progress.

Need to add a link to YouTube & Facebook.

**Layout Tours:**

Per Burnell, Jon Dettmann has NO layouts for the March meet. Insurance is an issue holding up some owners. It's covered if you are an NMRA member, if not, then your homeowner's policy would be in force.

The NMRA Liability program is another option. Or the trial membership.

**Train School:**

Dave Mielke wants to check out the new location – New Berlin Library.



**Owl Car:**

March issue was sent to the members. Another great issue. Deadline for April (next issue) is March 20. May issue is possible, if needed to wrap up. The August issue could be a short update for what is coming in the fall schedule. Always looking for feedback.

**Train Sales/Donations:**

Selling at the Lionel Swap (3 tables) & WISE March Meet / Swap.

Will need to think about where to sell next season.

Should we be selling at the Sept 15, 2024, KMBS's Washington County Fair Show?

The Cedarburg show (April 7) table space is sold out.

**East Troy Trip:**

Signing up members through the March Meet. Have about 22 so far with 50 limit.

We agree to pay for the lunch of the train crew.

**RPM / Modeler's Retreat:**

Mike Slater will start on advertising, once the "O Scale Meet" has concluded. Facebook posts, flyer distribution, lining up clinics and layouts. As mentioned before, the date is September 28, 2024. (the last Saturday in September 2024) and will be at St Paul's Lutheran Church, 8760 37th Ave, Kenosha WI. (Dave Mielke's church.)

**Trainfest 2024:**

The WISE Division application has been submitted and has been approved. Hearing some negative reactions from some exhibitors and guests about new location and dates. As mentioned before, this will be at the Baird Center, downtown Milwaukee, on the 4th weekend in November, (November 23 & 24), setup Friday November 22.

**Staeger Collection:**

After many inquiries and 6 months, we have one viable offer for the layout from Chad, a member of the Lionel Club, and vendor at the swap meets. He has offered \$150 for the layout without the DigiTrax system. This was approved by the Executive Committee.

**2024 - 2025 Schedule and Meeting Location:**

The New Berlin Public Library's big conference room is reserved for 3rd Saturdays in November and December 2024. We need to wait until early September to request the 2025 dates. Room rental is free for non-profit group, but we cannot have any money transactions, so no swap sales, nor any admission. Invite everyone, but only NMRA members can participate in contests, layout tours, etc. Can we have coffee or treats at the library? Bob N. will need to check. The room has a good AV system, and we can try doing zoom meetings again.

The Celebrate a Railroad panels are being disturbed.

Division going active again 2025/2026. Bob McGeever's term ends December 2024. We need to do a final look at the bylaws and constitution, then submit to the MWR at the Fall 2024 BOD Meeting. Then get ready for WISE Division elections March or April 2025.

**New Business:**

- With very poor attendance at layouts after our meets, it was suggested we organize a layout tour weekend. Would need someone to coordinate this and collect layouts that are interested in participating. Or do we not have a layout tour after our meets? Need to send out a survey.
- Lucy at HQ wants to use the WISE Division Logo, does she have permission – We agreed.

**Next Meeting:**

Was scheduled for Wednesday April 10, but Burnell asked for it to be moved to April 17, 2024, at 7 pm at the Lionel Railroad Club in New Berlin, or via zoom.

After that, the next meeting is May 8, 2024, to be held at the Lionel Club in New Berlin.

Meeting adjourned 8:25pm.

Respectfully submitted by David A. Rohr, Chief Clerk.

# National Model Railroad Association, Inc.

## Member Code of Conduct

### Introduction

This Code of Conduct (“Code”) has been developed to set expectations for the behaviors, conduct, communication, and interactions between you and other members, officers and directors of the National Model Railroad Association, Inc. (“NMRA”). This Code applies to all such persons when engaging with other NMRA members, participating in any event, social media platform or other sponsored extension of the NMRA (for example, the NMRA Interchange or an NMRA-sponsored online meeting) and attending NMRA meetings, events, or activities (whether National, Regional, Division or other subset). This Code also includes general guidelines on the appropriate use of social media for NMRA matters at any level.

### Why do we need a code of conduct?

We join the NMRA and participate in its activities for one common reason – we enjoy the model railroading hobby and the fun, challenges, personal growth and camaraderie that it provides. It is imperative that we keep our common bond of model railroading “front and center” and rise above the inevitable differences that exist among us in personalities, opinions, experience, gender, age, race, nationality, or any of the other factors that make each of us unique individuals. Our collective goal is to enjoy and promote the hobby of model railroading, so we must strive to avoid “distractions” that interfere with or obstruct our common purpose. Collaboration and co-operation are vital for the success of our hobby and our enjoyment of model railroading and everything it has to offer.

### What does the NMRA expect of members?

The NMRA expects all members to conduct themselves in a respectful, responsible, and mature manner, and demonstrate courtesy and kindness toward other individuals. Constructive and healthy discussions and interactions are encouraged and in fact are vital to the success of our hobby. However, certain other verbal and nonverbal behaviors and actions are not consistent with the NMRA’s values and hurt our hobby and relationships, such as the use of disparaging language, shouting, profanity, confrontational, intimidating, or threatening behavior or language, and immature and disrespectful behavior or language. It is imperative that we interact in a polite and professional manner.

The NMRA does not condone abusive, threatening, or aggressive behavior toward anyone at an NMRA event or in an NMRA forum (such as social media and other forms of electronic and digital interaction). This includes other participants, event organizers or sponsors, judges, or other officials.

You should be welcoming to newcomers and remember they may not have the benefit of experience and information that you have enjoyed. Be constructive in helping to make their entry into the hobby an enjoyable one.

### Harassment

NMRA events and functions are meant to be fun, educational, and inclusive. No one should be subject to intimidation, made to feel unwelcome, or put in fear of reprisal. Harassment may include behavior or language that causes alarm, distress, anxiety, fear of physical violence, offensive statements, verbal abuse, and threats. Members should be sensitive to others.

### Non-Retaliation

The NMRA relies on you to identify potential issues and raise concerns that the NMRA may need to address. The NMRA prohibits acts of retaliation against any person who reports an issue honestly and in good faith, and retaliation can constitute misconduct that could subject a member to discipline. This commitment to non-retaliation assures you that raising concerns, reporting misconduct, or cooperating in any investigation will not result in adverse consequences. The NMRA prohibits retaliation in any form, at any level of the organization, recognizing that retaliatory behavior contributes to an environment of mistrust and diminishes the willingness of individuals to be collaborative and transparent. During the investigation of any matter, the NMRA makes every reasonable effort to maintain the confidentiality of those involved.

### Use of social media

The rapid growth of social media combined with ease of use and pervasiveness make it an attractive channel for communication. Use of social media for communication also creates the possibility of a host of unintended consequences. To help you identify and avoid potential issues, we are providing some examples of best practices that are meant to help you understand, from a wide range of perspectives, the implications of participation in social media. Any postings that you make as a representative of or participant in NMRA sanctioned activities will reflect on you and the NMRA.

*Understand Your Personal Responsibility:* You are personally responsible for the content you publish on user-generated content forums, such as blogs or social media sites. Remember that what you publish will be public for a long time. Protect your privacy.

*Be Accurate:* Be sure that you have all the facts before you post. It's better to verify your sources first than to have to post a correction or retraction later. If you do make a mistake, admit it and correct it. Post a retraction, edit your post, make any necessary apologies. If you are editing an earlier post, make it clear that you have made a correction.

*Respect Others:* You can catch a whole lot more flies with honey than vinegar. If you are constructive and respectful while seeking advice, asking for help, or discussing a disagreement or bad experience, you are far more likely to reach an understanding. In some instances, you may not be able to reach an understanding or agreement, but it is your responsibility to be constructive and address the problem rather than attacking the person.

*Respect Your Audience:* Don't use personal insults or disparaging conduct or language toward others. Show proper consideration for others' privacy and for sensitive topics. Users are free to discuss topics and disagree with one another but be respectful of others' opinions. You are more likely to achieve your goals if you are constructive and respectful while discussing a bad experience or disagreeing with an idea or a person. Harassment is not acceptable.

*Think Before You Post:* There's no such thing as a "private" social media site. Search engines can turn up posts and pictures years after publication. Comments can be forwarded or copied, and screenshots are easily available. Archival systems save information even if you delete a post. If you feel angry or passionate about a subject, it's prudent to wait until you are calm and clear-headed before posting.

*Does it Pass the Publicity Test?* If the content of your message would not be acceptable for face-to-face conversation, over the telephone, or in another medium, it is not acceptable for a social networking site. Do not use the anonymity afforded by a social media screen name or handle to post something that you wouldn't say if you could be identified.

*Take the High Ground:* You are more likely to build a high quality following if you discuss ideas and situations civilly. Don't pick fights online. Remember that as a participant in NMRA programming, you are representing the NMRA, and the organization supports the principles of fun, respect, and inclusion.

*Do not post information that you know (or reasonably should know) is private, confidential, or proprietary.* Some information that becomes available to you may be considered private, confidential or proprietary by the owner or source of such information – think before you post and if you are unsure, check with the owner or source before posting. Do not post anything in a private forum that you would not present in any public forum because there is no true privacy on the Internet. Ask yourself if you would want to see this published in the newspaper or posted on a billboard tomorrow or ten years from now? Additionally, ask yourself if you would want to see screenshots posted to the person or persons about whom you are speaking or writing.

*Be Aware of Liability:* You are responsible for what you post on your own site and on the sites of others. Be sure that what you post today is not something that you will regret in the future and that you are not violating any legal guidelines. Postings on social media sites can be, and have been, the subject of lawsuits alleging defamation, slander, or libel. In such a lawsuit, a court can compel the social media platform to disclose your account information; you won't be anonymous.

### How does the NMRA enforce this code?

The NMRA can enforce this code of conduct independently, or in response to a complaint, after notice to affected members and due process including an opportunity to be heard. Proceedings include gathering facts, interviewing witnesses, conducting a hearing, and imposing discipline or dismissing the matter. The NMRA is a private membership organization; membership, member benefits, and the use of NMRA trademarks and intellectual property are not free or public. Therefore, the NMRA's leadership can determine that a violation of this code of conduct justifies a disciplinary action. Examples of actions include censure (a warning the similar conduct could cause termination), removal from an elected office, disqualification from elected offices or leadership, and termination of membership. The NMRA's Corporate Policies & Procedures Manual (CPPM), and Ohio state law applicable to nonprofit membership corporations such as the NMRA, governs the enforcement of this code and member discipline.



**Get Paid for Having Fun**

**YOU PLAY, THEY PAY**

Grouper works with health plans to cover your NMRA membership.

NATIONAL MODEL RAILROAD ASSOCIATION

**Grouper**

national model railroad association

The advertisement features a photograph of a smiling man in a dark shirt sitting at a table with a model train set. The background is a light beige color with a white box containing the text 'YOU PLAY, THEY PAY' and 'Grouper works with health plans to cover your NMRA membership.' The Grouper logo is in a dark red box at the bottom left, and the NMRA logo is in a white box at the bottom right. The top right of the ad has a yellow box with the text 'NATIONAL MODEL RAILROAD ASSOCIATION'.

Visit the [National Model railroad Association](#) Facebook page for details.



## 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 - May 5, June 2,  
Aug 4, Sept 8, Oct 6, Nov 3, Dec 1, 2024

### Yearly

Lionel Railroad Club,  
Festival of Trains – New Berlin, WI  
2721 S. Calhoun Rd, New Berlin

Nov 30 & Dec 1, 2024  
10:00 – 5:00

Racine Lionel Club Open House –  
4625 Washington Ave – Racine WI  
May 11, 2024

Title Town Train Show 2024 -  
Green Bay

<https://www.ttsqbllc.com/>  
May 4 & 5, 2024

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

<https://www.4000foundation.org/>  
July 13, 2024

### Membership

As your Membership Committee chairperson these past few years, I have been charged with growing and re-vitalizing the WISE Division membership. I've proven to be a dismal failure and deserve to be prosecuted.

I've been doing quite a bit of soul-searching about why we're having this trouble. I've been seeking a little consultation from Knowledgeable inside and outside our division. As a result, I present below a listing of some of the complaints and issues that are currently being experienced in many NMRA divisions, including ours ....

- Division membership aging is increasing every year.
- Division meet attendance is sliding.
- Division membership is quite "clique-ish".
- Membership does not talk with visitors, especially younger visitors, and younger members. They feel at home at events.
- Meets can sometimes get a little boring without those interactions with more experienced (long-time) members.
- Outside of a few key division leaders, there is little pro-active, high-energy participation being exhibited in division activities.
- Widely available up-to-date communication with membership and the public isn't great.
- Younger, prospective members can more easily acquire know-how, networking, and skills from magazines, the internet and train stores than from the division.
- Membership is, generally, not aware of the various benefits that come with NMRA membership so they cannot talk to younger members (and prospects) about it.

For the good of our division, think about these things, what you personally might be able to do about them, and what suggestions you can make to turn these things around for the WISE Division!

Gary Hendrickson

*(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**







- 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	<b>\$70</b> Public	<b>\$60</b> NMRA	<b>\$48</b> Volunteers
One-day Registration	<b>\$40</b> Public	<b>\$30</b> NMRA	<b>\$24</b> Volunteers

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

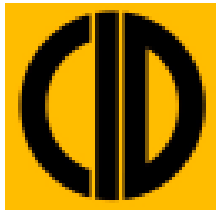
Full Convention Registration	<b>\$75</b> Public	<b>\$65</b> NMRA	<b>\$52</b> Volunteers
One-day Registration	<b>\$45</b> Public	<b>\$35</b> NMRA	<b>\$28</b> Volunteers

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)



**Central Indiana Division**  
of the  
**National Model Railroad Association**  
*presents the 2024*



# FRANKLIN TRAIN SHOW

**Saturday, Aug. 3rd, 10am to 4pm**  
**Sunday, Aug. 4th, 10am to 3pm**

**Four buildings filled with vendors  
and portable layouts**

**One building for demonstrations  
both days**



**Admission: \$7.00 per Adult**

**(Kids under 16 free with parents)**

**(\$5.00 with proof of current NMRA membership with card)**

**JOHNSON COUNTY FAIRGROUNDS**

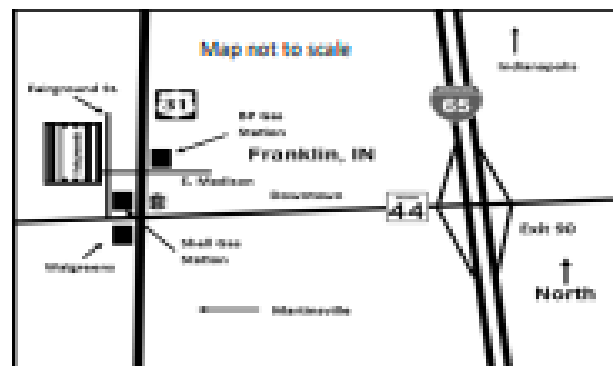
**250 Fairground St., Franklin, IN • Check in at Farm Bureau Building**

## Show Features:

- Operating Layouts
- Dealer Tables
- Manufacturers
- Free Parking
- Displays
- Demo's
- Door Prizes
- Food

**★ Popular Vote Contest ★**

***Bring what you are working on***



***Check out our website at***  
***<http://www.cidnmra.org>***

For information contact Michael Roderick at (317) 833-3556 or [FranklinTrainShow@gmail.com](mailto:FranklinTrainShow@gmail.com)

**NOTE: The next CID train show is at Danville, IN on November 23, 2024**



# SE Wisconsin Model Railroad Retreat

**Saturday September 28, 2024**  
**9:00 AM - 3:00 PM**

Railroad Prototype Modelers, Proto-Freelance Modelers,  
and 1/87 Vehicle Club are all welcome.

The SE Wisconsin Model Railroad Retreat is *ALL ABOUT YOUR MODELS!* So, bring your models of all scales, gauges and sizes from all areas, whether they are finished or in progress. This is a modelers event, offering you an opportunity to display and talk about your models, so plan to be a part of it. Displays of locomotives, structures, freight cars, passenger cars, diorama and vehicles are welcome, but there will be no contests. The purpose of the Retreat is to teach, learn, grow and meet your fellow modelers from around the area.

## St. Paul's Lutheran Church

8760 - 37th Avenue  
Kenosha, WI

**Admission: NMRA members Free / Non-NMRA members \$5.00**

**Vendor Tables: \$10.00**

*(Related to modeling only. One table per vendor.)*

**Display Tables: Free**

*For display and vendor table availability contact:*

*Mike Slater at [m Slater@wi.rr.com](mailto:m Slater@wi.rr.com)*

*Burnell Breaker at [superintendent@trainfest.com](mailto:superintendent@trainfest.com)*



*Sponsored by the WISE Division of the NMRA*