



September 2023

THE “INTERIM” HEAD OWL HOOTS

Burnell Breaker

Greetings WISE Division members!

I hope everyone had a great summer modeling, riding trains and railfanning. We are getting ready to begin our upcoming season of meets October 15 at the New Berlin Entertainment Center. Remember to come early and check out the sales tables at the Lionel Railroad Club Show and Sale.

We are always looking for presenters for our monthly meets. As I've said in the past, if you don't feel comfortable in doing a half hour or longer presentation, consider doing a shorter “Bring & Brag” of your latest model acquisition, work on your railroad, or a short trip you might have done this summer. Contact Dave Nelson engine1385@aol.com if you have an idea for a presentation.

Train School will be January 14, 2024 at the Hoepner-Horn Bros. VFW Post 5716, 17980 Beloit Road, New Berlin. We are looking for members to handle various subjects to educate new modelers to the hobby. Contact David Mielke mielkemanor@att.net to help out.

We will be getting information out soon regarding our April 21, 2024 East Troy Electric Railroad chartered trip, tour of both carbarns and an Elegant Farmer box lunch. This trip will have limited space and only available to WISE members and their families.

See you October 15 at the New Berlin Entertainment Center!

Model Railroading is Fun!

Burnell

Upcoming Division Events:

Executive Committee Meetings
September 13 7:00pm
Milwaukee Lionel Railroad Club

WISE Division Meeting
October 15 1:00pm
New Berlin Entertainment Center



**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 - Time (TBD)

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!**



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

Dennis Janssen

Are Electronic Signatures Safe?

Yes, electronic signatures are safe, and in this post, we'll cover why an e-signature is more secure than a wet signature, how e-signatures work and the features that help keep them safe.

Why an e-signature is more secure than a wet signature?

A common question people have is "Can my digital signature be forged, misused or copied?" The reality is, wet signatures can easily be forged and tampered with, while electronic signatures have many layers of security and authentication built into them, along with court-admissible proof of transaction.

Electronic record

Unlike wet signatures, e-signature providers may offer an electronic record that serves as an audit trail and proof of the transaction. For example, the audit trail may include the history of signature-related actions taken with the document, such as details on when it was opened, viewed, and signed. Depending on the provider, and if the signer agreed to allow access to their location, the record will also show the geolocation where it was signed. If one of the signers disputes their signature, or if there's any question about the transaction, this audit trail is available to all participants in the transaction and can resolve such objections.

Certificates of completion

More detailed certificates of completion can include specific details about each signer on the document, such as the consumer disclosure indicating the signer agreed to

use e-signature, the signature image, key event timestamps and the signer's IP address and other identifying information.

Tamper-evident seal

Once the signing process is complete, some providers may digitally seal the documents using Public Key Infrastructure (PKI), an industry-standard technology. This seal indicates the electronic signature is valid and that the document hasn't been tampered with or altered since the date of signing.

Methods of verifying signer identity

E-signature technology offers multiple options for verifying a signer's identity before they can access the document and sign, including:

- **Email address:** signers enter their own email address, which is compared to the email address used in the invitation.
- **Phone call:** signers must call a phone number and enter their name and access code.
- **SMS:** signers must enter a one-time passcode sent via SMS text message.
- **Knowledge-based questions:** signers are asked personal questions gathered from commercially available databases, such as past addresses or vehicles owned.
- **Photo ID upload:** signers are verified using their government-issued photo IDs such as passport, driver license or residence permit
- **Electronic or bank-based IDs:** signers can submit their login credentials for existing bank accounts or government accounts to prove their identity.

For situations where additional levels of signature validity are necessary, some providers offer two additional levels of e-signature that comply with the European Union's (EU) eIDAS requirements:

Are Electronic Signatures Safe? (continued)

- **Advanced:** requires a higher level of security, identity verification and authentication to establish a link to the signatory; and includes a certificate-based digital ID (X.509 PKI) issued by a trusted service provider.
- **Qualified:** an even more secure version of an advanced e-signature that utilizes a “secure signature creation device” and is deemed a legal equivalent to a wet signature in the EU.

The importance of a security-first approach to e-signatures

The level of e-signature security varies by provider, so it’s important to choose a provider that has robust security and protection weaved into every area of their business. Those security measures should include:

- **Physical security:** protects the systems and buildings where the systems reside.
- **Platform security:** safeguards the data and processes that are stored in the systems.
- **Security certifications/processes:** help ensure the provider’s employees and partners follow security and privacy best practices.

Physical security

- Geo-dispersed data centers with active and redundant systems and physical and logically separated networks.
- Commercial-grade firewalls and border routers to detect IP-based and denial-of -service attacks.
- Malware protection
- Secure, near real-time data replication.

- Around-the-clock onsite security.
- Strict physical access control with monitored video surveillance.

Platform security

- Data encryption in transit and at rest with TLS connections and AES 256-bit encryption.
- Data access and transfer via HTTPS.
- Use of Security Assertion Markup Language (SAML), giving users the latest capabilities for Web-based authentication and authorization.
- PKI tamper-evident seal.
- Certificate of completion.
- Signature verification and unalterable capture of signing actions and completion status.
- Multiple authentication options for signers.

Security certifications/processes

- Compliance with applicable laws, regulations, and industry standards, governing digital transactions and electronic signatures, including:
 - **ISO 27001:2013:** the highest level of global information security assurance available today.
 - **SOC 1 Type 2 and SOC 2 Type 2:** both reports evaluate internal controls, policies, and procedures, with the SOC 2 report focusing on those directly related to security, availability, processing integrity, confidentiality and privacy at a service organization.
 - **Payment Card Industry Data Security Standard (PCI DSS):** ensures safe and secure handling of credit card holder information.
 - **Cloud Security Alliance (CSA) Security Trust Assurance and Risk (STAR) program:** comprises key principles of transparency, rigorous auditing, and harmonization of standards.

Are Electronic Signatures Safe? (continued)

- **Asia-Pacific Economic Cooperation (APEC) Privacy Recognition for Processor (PRP) System:** comprises Cross-Border Privacy Rules (CBPR) and Framework to protect the privacy and security of personal information at rest and in transit.
- Ability to help support compliance obligations with specialized industry regulations, such as HIPAA, 21 CFR Part 11 and specified rules from the FTC, FHA, IRS and FINRA.
- Security management processes and development practices, including business continuity and disaster recovery planning, employee training, secure coding practices, formal code reviews and regular, code-base security audits.

So, to answer the question, are electronic signatures safe? Yes, they are.

For more information on the safety and security of DocuSign eSignature specifically, visit the [DocuSign Trust Center](#).

Bicentennials

These Bicentennials were out for display on the 4th of July on the Omaha Western. These engines represent Rick Ley's vast roster from various railroads.



Photos by Rick Ley

Making A Silk Purse

Ken Mosny

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

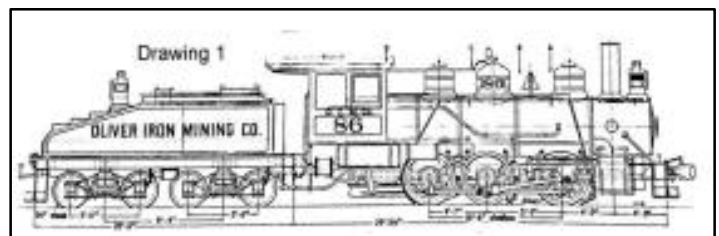
Part One: Selecting a Candidate

We have all heard the phrase, “Trying to make a silk purse from a sow's ear”. It refers to an effort to create something useful from something that is sub-par. It may be an effort that is even viewed as “not worth the trouble”. Many of us all too often succumb to this challenge. I like the challenge because it appeals to the frugal nature of my modeling. It all started with a Model Die Casting Southern Pacific 0-6-0. In the beginning, I was just going to make a few changes like replacing the steel cab with a wooden one, backdating some modern details like the electric lights to oil lamps, converting the oil tender to coal, and then adding upgraded minor parts such as a better bell, whistle and air pump using lost wax castings. A modern motor to replace the open frame motor, and a decoder, possibly with sound, would round out the project. Well, things got out of hand, and I ended up scratch building a new boiler, tender frame, pilots, and a host of other details using traditional methods my new 3D printer. The following is the first of a series of articles chronicling the building of a late 19th century 0-6-0 from the cast-off MDC 0-6-0. While I realize that few, if any, readers will actually build this project as described, I hope it will provide ideas and methods to revitalize old venerable locomotives to modern modeling standards or perhaps encourage you to change something that is “close” to something that is “just right”. For some of the modeling, I used my metalworking lathes and milling machine,

but they are not essential and depend on how far you want to go. Much of this can be done with typical hand tools.

The first question is, “Why not just buy one of these models instead of building it?”. Well, there are no mass-produced late 19th century 0-6-0 switchers and only a couple of imported brass ones that I know are commonly available. There were a few soft metal kits produced in low numbers. The brass ones were made in the 1970's and 1980's. We all know that in order to meet current operational standards old brass will need to have new motors, wiring, possibly gears, and decoders installed. Virtually all mass-produced cast HO steam of all wheel arrangements represents early to mid-20th century locomotives. Even if the original locomotive prototype was built in the 1890's, the available HO model almost always has more modern details, lights, pumps, stack, domes, piping, air tanks, etc., applied as the locomotive was rebuilt during its life. So, just about any mass-produced model needs to be re-detailed, anyway. Also, since no recent 0-6-0 switchers based on a late 19th century prototype have been made recently, I saw the best choice was to “make a silk purse” by reworking an old die cast model.

The prototypes for this model that caught my eye are in Kalmbach's Model Railroader Cyclopedia-Volume I, Steam Locomotives by Lynn Wescott on pages 28-30. One of these is shown in drawing 1 from that book.



Making A Silk Purse (continued)

It is of a typical heavy, for 1890's, 0-6-0 switcher with a straight boiler and slope tender. At one time, MDC made an 0-6-0 that represents a more modern version of this type of locomotive, and I thought the MDC model would make a good starting point for an HO model. This model is no longer made but is still readily available at train shows derelict in the forgotten boxes under the tables. I did not attempt to copy one of these prototype drawings exactly, but rather freelance a credible model. Of course, having two complete junk box examples and a cache of assorted parts for an MDC 0-6-0 meant that I could be off and running without too much scrounging. Let the frugality begin!

Other than I already had a few, the MDC 0-6-0 had a lot going for it for me to select it. See photo 1.



Photo 1

Its basic features indicate a locomotive of prior 1900 vintage which has been modernized. The general driver and rod arrangement is right. The model has a slide valve steam chest denoted by a single round main cylinder on each side with square valve housing on top. It has a Stevenson valve gear which is mostly buried between the side frames and rarely modeled because it is not easily visible. Later piston valve steam chests were oval shaped with a larger round main cylinder and smaller round valve cylinder above. The switch to piston valves was required because of higher boiler pressures after about 1900. It also has a double instead of a single crosshead guide

on each side, a slope back tender (albeit rather large), extended smokebox (smoke boxes not extending in front the steam chest was typically wood burners), decently molded smokebox front, decently detailed riveted smoke box, straight stack and appropriate, if a little modern, domes. In short, it has decent basics.

This model was made by MDC with two drive configurations. The earlier versions had the worm gear on the motor shaft directly engaging the worm wheel on the driver axle with a 36:1 ratio. See photo 2.

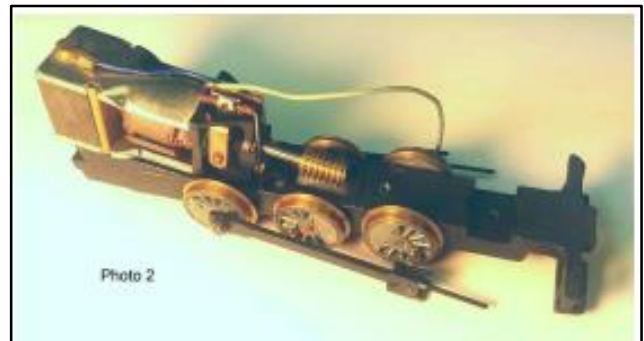


Photo 2

This is a typical arrangement for most all locomotives of the era but is a compromise for good low speed operation. Later, MDC added a 2:1 reduction gear to the drive for an overall ratio of 72:1 which operates much better although it has a lower top speed. See photo 3.

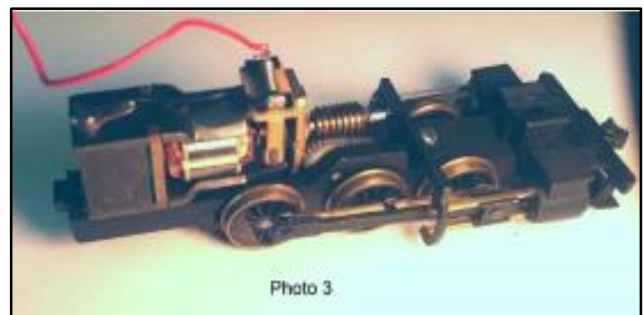


Photo 3

Most model trains operate too fast, anyway, so no complaints here. Other MDC locomotives have the same 72:1 gears, too. I always select the 72:1 version when looking to buy one.

Making A Silk Purse (continued)

This model requires some changes, though. The steel sheathed cab will be changed to an all-wood style. The boiler is too high so the saddle and cab mounting will be reworked to lower the boiler. The steam chest will have end and top covers added. The oil bunker needs to be cut out of the tender and a coal load substituted. The lights will be changed from electric to oil style and the double air pump will have to go to become a single. All the piping cast into the boiler is too modern in arrangement, and it needs a better bell, whistle, and pop valves. The steps on the pilot and tender, although appropriate, are rather coarsely cast but could be left as is. The domes are a tossup as to whether they are too modern. Domes were changing to this style around 1900. As the building progresses, more details will be added.

Electrical upgrades need to be made. The open frame motor will need to be replaced with a modern can or coreless motor. A new motor will lower the current load on a decoder. The open frame motor is way too powerful for such a small locomotive, anyway, and would probably fry a decoder if the rotor became locked. A lower current motor will help keep the wheels cleaner, too. To perform decently, all wheel pickup tender trucks with nickel silver wheels need to be installed and wipers fitted to the drivers. Later MDC locomotives like this one have plastic driver centers. To conduct current from one rail to the frame, spring plungers rub the back of the driver tires, but these stiff plungers add a lot of friction to the mechanism. I always replace them with wipers. Nickel plating the driver tires will also help electrical pickup.

This is a long list of changes, but as a modeler of an outcast era, they need to be done for a credible model. Next month I will cover the mechanism. Much of that will apply to all similar steam locomotives. Stay tuned.



We are in need of layouts to visit after our monthly meets. The information we have is over 10 years old and it needs to be updated. Many WISE members have moved or passed away since our last directory was published in 2011. If you would like to have your layout open to visit after one of our meets, let us know. You can send your railroad name, scale and contact information to layouts@trainfest.com.

We do have a new layout tour coordinator and his name is Jon Dettmann. Jon lives on the east side of Milwaukee and models the C&NW in N scale from Fond du Lac to Marshfield in 1939. Help Jon out to get a new database of layouts available to visit by sending him your information.

That Other Word...

David Mielke

“Then there is that other word – operations” According to Craig Bisgeiger and Phil Monat in their book *Compendium of Model Railroad Operations*, operations mean operating your model railroad in a manner that resembles the nature of a real railroad in purpose and function. Operations is not building a layout to run trains in a circle or to display your collection. These undertakings are important to the hobby, but it is not operating unless the trains in your miniature world are a prototype of the trains in the real world. And it is the operations of a model railroad that appeals to me.

Along with Joe Russ, Burnell Breaker, Lou and Rich Steenwyk, I had the pleasure, in July, of operating on three good layouts in the area which were arranged for us by Mark Steenwyk. First, there was Alan Schroeder’s BN Marias Pass in Reedsburg, WI. Then, the Wisconsin and Upper Michigan Railroad created by Bob Welke in Baraboo, WI. Finally, the Montana Northland Railroad modeled by Neal Roggensack in Bangor, WI. We operated on two of these layouts on Saturday and one on Sunday. While operating on these remarkable railroads was the main purpose of the trip, we also met and engaged with fellow modelers swapping knowledge and sharing stories.



Each of the layouts encompassed different layout styles, eras, and operating procedures. Operating on different layouts allows one to expand their experiences by performing a different operating task or position. Making an OOPS! is not punishable by banishment or being tied to the tracks... I’m a witness to that.



Even the old pros make their mistakes. But that is how we learn and 99.9% of the time there will be someone around to help you over the bumps. The owners are very gracious hosts, often having food and drink available to sustain you through the long sessions. Their goals are to make their sessions an enjoyable, informative experience.

Now to the layouts:

The BN Marias Pass is a mushroom designed layout built to depict the more mountainous part of the railroad line as it was in the 1970’s.

Bob Welke’s layout is a single level minimal grade design with a large ore dock set in the 1970’s between Wisconsin and the UP of Michigan

That Other Word... (continued)

Neal Roggensack's Montana Northland Railroad is another mushroom design with helper service for mountain grades. This is a Milwaukee Road clone with his own railroad.

It was a delight to tour and operate these layouts that had staging to the rest of the world. However, just like everything in life you get what you put into it. Yes, operating on an unfamiliar layout in an untried position can be a little out of your comfort zone. But that is how we learn and add to our modeling expertise. The first lesson I learned was to be sure to read all train orders, waybills and posted information. The second lesson I learned was to just have fun. Hopefully, these lessons learned will help me when I open my home and layout soon to fellow model railroaders.

Photos by Joe Russ

Division Video Library

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

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

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

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

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".

Clinicians Needed

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 be of interest to your fellow model railroaders. If photography is not something you feel confident about, I can help. This is a hobby about doing -- and our monthly meets are about sharing what we're doing. Every one of you has done something, or knows something, or is working on something, or has acquired something, or has gone somewhere and seen something, that is of interest to others. Contact me, Dave Nelson at engine1385@aol.com and we can discuss.



A Note from the Editor:

The Owl Car is on the rails for another season. So, that means that I will be on the lookout for your photos, articles, or something you found that you would like to share. If you're not a writer, it's lucky for you that I am. All I would need from you is the basic information for your article. I'll write it for you and send it to you for your approval.

Please send everything for the Owl Car to owlcar@trainfest.com. The deadline is the 20th of each month for the next month's issue.

Your Editor
Cindy Mielke

Division Leadership

Executive Committee

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

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

Dennis Janssen --- Paymaster (Treasurer)
dennis@trainfest.com
 262-544-6324

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

Tim Koch --- Member at Large
tim@trainfest.com

Gary Hendrickson --- Membership
members@trainfest.com
 847-800-1380

Dave Nelson --- Clinics
engine1385@aol.com

Dave Poquette --- Achievement Program
ap@trainfest.com

Jon Dettmann --- Layout Tours
layouts@trainfest.com
 414-469-7660

Dave Mielke --- Train School
mielkemanor@att.net

Cindy Mielke --- Owl Car Editor
owlcar@trainfest.com

Mike Slater --- Social Media Manager
m Slater@wi.rr.com
 262-515-3623

Jim Hebner --- Webmaster
webmaster@trainfest.com

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

FROM the NMRA Please Keep in Touch



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

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

nmra.org/request-membership-info-changes

to submit a request for changes to be made.

Thank you!

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

Subscription is free in an electronic format to all NMRA members residing within the boundaries of the WISE Division.

The Wisconsin Southeastern Division, Inc does not offer any warranties or guarantees, nor assumes any liability from the information contained in this publication.

Permission is granted to the use of news items in other publications provided credit is given to the Owl Car and author.

Trainfest and the Trainfest logo are registered trademarks of the WISE Division, NMRA, Inc.

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

April Executive Committee Minutes

**Wisconsin Southeastern Division (WISE) of the NMRA
Executive Committee Meeting
Wednesday April 12, 2023
Location: Lionel Railroad Club & Zoom**

Meeting called to order by Burnell Breaker at 6:59pm

BOD Present – Burnell Breaker (Interim Superintendent & Video Library),
Dennis Janssen (Treasurer, Paymaster)
Tim Koch – BOD
David Rohr (Secretary, Chief Clerk)

Chairs Present – Gary Hendrickson (Membership)

Guests – None

Absent – Robert Niedermann (Interim Asst-Superintendent, & Contests), Bob McGeever
David Mielke (Train School) & Cindy Mielke (Owl Car)

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

Paymaster Report:

St James' church check (\$100) has not cleared the bank, but we received a thank you for the donation for Ed Varek's memorial.

Janssen said David Swanson (GATS) still has not cashed the \$390 check for tickets purchased for half price tickets to Trainfest 2022 to be sold at the August picnic and October meet. We have already sent him a second check.

Janssen is changing the Division's official address for the IRS from the PO Box, to his home residence. Will close the PO Box when it comes due in September 2023 (or before). We have 3 keys to turn in.

The IRS is re-qualifying 501c3 groups, with new definitions. We do not believe this will affect us. For the IRS 990 form, the swap meet train sales have been lumped in to Trainfest sales. No changes noted for the treasurer report from March 8 meeting, approved.

Train Sales:

Need to discuss what to do with some of our for-sale items after March 2023.

There is another swap at OAW Sports complex in April 23. Need to talk with Tom at Southside Trains, to what he thinks would sell. Have more equipment from Don Strike coming.

Committee Reports:

Gary Hendrickson – Membership –

Gary is donating up to 4 cars to the person/s that joins up the most members. See the challenge details in the March 2023 Owl Car We discussed updates to the WISE Div website. Look at other sites, like Piedmont Div. We should post pictures of the layout tours on the website, along with the Owl Car. Breaker to discuss with Hebner for what is possible to modify on the website.

Dave Nelson – Clinics - Has an article in the Owl Car
 Dave Poquette – AP - nothing to report Jim Hebner – Website – No update.
 Dave Mielke – Train School – No update
 Cindy Mielke – Owl Car – No update
 Jon Dettmann – Layouts – needs transportation (does not drive)

Owl Car:

May issue deadline is April 20
 Next issue is planned for August or September
 Distribution results from Constant Contact – Janssen - 151 on email, 81% opened (120);
 52% (77) clicked on the link; small number of bounces, but no one unsubscribed.
 But compared to other area divisions, we are much better than anyone else.

Meets:

March 19 Meet – was held at New Berlin Entertainment Center
 Average turnout, 3 good clinics, Layout tour was Jon Dettmann near Shorewood.

April 16 Meet – to be held at Oconomowoc Historical Museum
 2 clinics arranged by Club: Dave Evans & Chuck Gevaert,
 No contests are planned, short membership meeting, one layout tour.
 The WISE Website needs an update with this latest info.

2023-2024 Schedule discussion:

Piggyback onto Lionel Club show dates for 2023/2024.
 The dates at New Berlin Ale House:
 Oct 15, Nov 19, Feb 25, Mar 17 member meeting & possible elections
 Jan 14 Train School at New Berlin VFW post,
 Mad City (Feb 17 & 18),
 Apr 21 at East Troy.

Go somewhere else in Division for one meet? Still looking for a location.

East Troy for April 21, 2024, meet. Have contract from ETRR. (East Troy RR) \$450 for
 50 people + box lunch at \$10 each from Elegant Farmer. Beverage would be extra.
 Start ride at East Troy, ride to Elegant Farmer end, tour the maintenance facility,
 pick up the lunch boxes at Elegant Farmer, ride to Indian Park in Mukwonago,
 have the picnic, then ride back to East Troy, and tour the car barns.
 Cost would be maybe \$20 for the ride and lunch, and extra cost for beverage.
 Would we be able to have a few folks (that are not riding the trolley) pick up the food,
 and bring a few coolers of drinks, and meet us at the park?

April Business meeting:

How much do we need/want to tell membership at April 16 meet in Oconomowoc?
 Discuss concerns that were brought up regarding membership demographics and
 participation. Financials for the year, overview.
 Trainfest 2022 went well, no show in 2023, will return in 2024.
 Future of the WISE Division

Next Meeting:

Scheduled for Wednesday May 10, 2023, at 7 pm at the Lionel Railroad Club in New Berlin.
 May do an august meeting on zoom.
 Meeting adjourned at 8:58 pm.

Respectfully submitted by David A. Rohr, Chief Clerk.

May Executive Committee Minutes

**Wisconsin Southeastern Division (WISE) of the NMRA
Executive Committee Meeting
Wednesday May 24, 2023
Location: Lionel Railroad Club & Zoom**

Meeting called to order by Burnell Breaker at 7:09pm

BOD Present – Burnell Breaker (Interim Superintendent & Video Library),
Robert Niedermann (Interim Asst-Superintendent, & Contests),
Dennis Janssen (Treasurer, Paymaster)
Tim Koch – BOD
David Rohr (Secretary, Chief Clerk)

Chairs Present – None

Guests – Bob McGeever

Absent – Gary Hendrickson (Membership)
David Mielke (Train School) & Cindy Mielke (Owl Car)

Minutes: No changes noted from April 12 meeting minutes, approved.

Paymaster Report:

Check from MWR received \$129, PO Box in Butler has been closed and issued a credit, Dave Swanson's check (GATS) has now been cashed.

No changes noted for the treasurer report from April 12 meeting, approved.

Train Sales:

Need to discuss what to do with some of our for-sale items after March 2023.
Have some Lionel items for sale, Burnell has checked the equip, will sell in fall (October).
Need to talk with Tom at Southside Trains, to what he thinks would sell.
Have more equipment from Don Strike, 9 more boxes on May 6.
Passenger trains, cars, cabooses & diesel locomotives.

Committee Reports:

Gary Hendrickson – Membership –

Per submitted report: Discussion from HQ Cynthia on Dues renewal reasons /issues
dues renewal increase

“The current status of the WISE Division is essentially as I presented to the membership at our last meet in Oconomowoc.

I presently am chasing several non-renewals. I'll report results in the next few weeks.

Our meet at the Oconomowoc Museum was well-attended, at least 1/4 there were young members of the museum,

I am looking forward to hearing about work on our web site.”

Dave Nelson – Clinics Reported nothing new.

Bob McGeever sent report of who left WISE Div to Gary & Burnell, In the last 5 years, 82 people total, 15 to 17 per year.

Jon Dettmann – Layouts –

Per report from Burnell: Burnell went through layout information from Mike Slater, threw out 90% of it, as most of it was obsolete or outdated.

Owl Car:

May issue went out May 3

May do an email blast in July or Aug for quick updates.

Next issue is planned for September, deadline is August 15.

Meets:

April 16 Meet – held at Oconomowoc Historical Museum. Meet went well.

2 clinics arranged by Club: Dave Evans & Chuck Gevaert,

No contests were held, short membership meeting, one layout tour.

GATS Ownership change:

News from the GATS website.

They split the company in two. Midwest division and East Coast/WGH Division.

2023-2024 Schedule discussion:

Piggyback onto Lionel Club show dates for 2023/2024.

The dates at New Berlin Ale House:

Oct 15, Nov 19, Feb 25, Mar 17 member meeting & possible elections

Jan 14 Train School at New Berlin VFW post,

Mad City (Feb 17 & 18).

Apr 21 at East Troy.

Go somewhere else in Division for one meet? Still looking for a location.

East Troy for April 21, 2024, meet. Have contract from ETRR. (East Troy RR) \$450 for 50 people + box lunch at \$10 each from Elegant Farmer. Beverage would be extra.

Start ride at East Troy, ride to Elegant Farmer end, tour the maintenance facility,

pick up the lunch boxes at Elegant Farmer, ride to Indian Park in Mukwonago,

have the picnic, then ride back to East Troy, and tour the car barns.

Cost would be maybe \$20 for the ride and lunch, and extra cost for beverage.

Would we be able to have a few folks (that are not riding the trolley) pick up the food, and bring a few coolers of drinks, and meet us at the park?

Need to finalize details for Train School & ETER.

Train School:

Shawn will donate the \$200 he had on deposit with VFW Hall to WISE Div, if we agree to list him as a sponsor and help promote his shows, and he will do the same for us. But we will likely need to reimburse Shawn based on recent news, all of his upcoming shows have been canceled. Niedermann motioned to reimburse Shawn for \$200, 2nd by Koch, approved.

Ridgewood Care in Racine is asking for help to rehab their G scale outdoor layout. Sent them some contacts to work with.

Next Meeting:

Scheduled for Wednesday August 9, 2023, at 7 pm via Zoom.

(and not at the Lionel Railroad Club in New Berlin).

After that, the next meeting is September 13 at the Lionel Club in New Berlin.

Meeting adjourned at 8:08 pm

Respectfully submitted by David A. Rohr, Chief Clerk.



Toy Train Sale and Show

(See below for more information)
All Gauge All Scale

SUNDAY DATES

2023	2023	2024	2024	2025
January 15	October 15	January 21	October 20	January 19
February 26	November 19	February 25	November 17	February 23
March 19	December 17	March 17	December 15	March 16

BUY • SELL • TRADE NEW • USED • PARTS

Sale: New Berlin Entertainment Center
8:00 a.m. to 12:00 noon **ADMISSION: \$4.00**

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

TRAIN SHOW: at Club will be open by 10:00 a.m.
2721 S. Calhoun Rd (in back of building) donations

Kids 12 and under: FREE with Adult
For Information
or Table Reservations

Robert Sobolik
(414) 483-5886

RobertDSobolik@netzero.com

Visit our Web Site
www.milw-lrrc.com

Like us on
FACEBOOK
Milwaukee Lionel
Railroad Club



CLUBHOUSE LOCATION
Parkland Plaza
2721 South Calhoun Road
New Berlin, Wisconsin

ALL-GAUGE SWAP MEET
New Berlin Entertainment Center
16000 West Cleveland Avenue
New Berlin, Wisconsin

The Frugal Modeler Thinks Out Loud

Dave Nelson

A recent posting on Kalmbach's Trains.com forums asked about combining different types of HO track (but it could just as easily be asking about N track). The individual said he had been collecting trains and track for years and had about 9 different types of HO track, different colors and different shapes. He asked if and how he could combine them.

Some of the responses he got assumed he was just talking about Code 100 versus Code 83 rail. Those can be combined using the special transition rail joiners that more than one manufacturer offers, although different heights of the ties might call for slight shimming and other adjustments. There are even lengths of transition track available from Code 100 to Code 83, and Code 83 to Code 70.

And of course, sectional track can be mated with flex track, again with possible needs to cut the rail to make things mate up, and perhaps shim some ties to match up the height. One commenter mentioned he had a need for a super sharp curve on his layout and was able to use a 15" radius curve snap track mated to his flex track. He did not want to risk bending his flex track to such a tight curve.

But it seemed more evident to me from his reference to the colors and shapes of the track that this person was really talking about the many different makes of track with the built-in plastic roadbed -- LikeLike/Walthers, Bachmann, Piko, Atlas, and Kato all offer that kind in HO, and going way, way back Marx and American Flyer did, too.

My photos show Atlas, Kato, Bachmann and LifeLike. The photos below show four different makes of integral track.



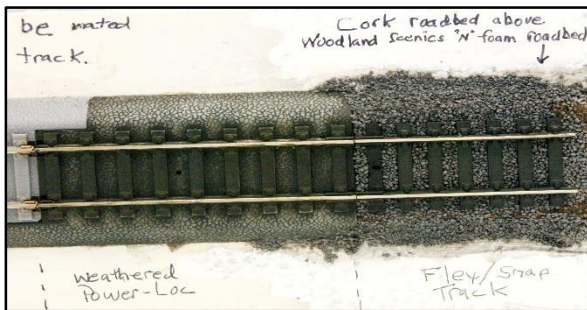
Atlas and Kato Integral track



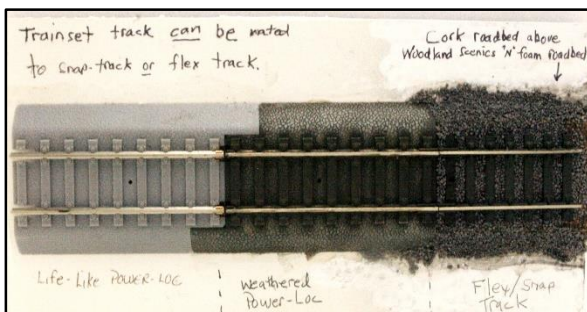
LifeLike and Bachmann Integral track

Ordinarily these different brands do not "play well with each other" due to proprietary fastening and wiring methods. It IS possible with some quite literal "plastic surgery" to get them to mate to each other or to flex and sectional track, but there are also differences in overall height (quite apart from the Code 100/Code 83 differences) due to the built-up plastic roadbed. And of course, once a proprietary fastening system is sawed off, that track has lost the benefits in fastening and electric continuity that made it attractive in the first place.

That Frugal Modeler (continued)



LifeLike mated to sectional track



LifeLike track, LifeLike track weathered, and LifeLike mated to sectional track

Frankly, for my own layout I prefer the wider options and greater choices that regular flex track with plastic ties on cork roadbed offers. But there are certainly some nice features to the better brands of integral track that come with roadbed, particularly the ones that offer a choice of wider radius curves and a selection of turnouts and crossings. Larry Pizur's extensive N scale layout in South Milwaukee uses Kato's excellent integral track to good advantage: Larry can and does enjoy the ability to easily change his entire track plan regularly.

Of the good choices, Atlas seems the most well suited to mating with regular flex or sectional track on cork roadbed, for example, but to my way of thinking, the LifeLike/Walthers brand is so limited in its choices that it is probably best confined to beginner/train set use.

All other things being equal, for practical purposes and to avoid frustration you really are better off choosing a good brand of that kind of integral track and then sticking with it. The fact that you *can* alter it to mate with others is not itself a reason *to* alter it. So, I replied in the forum that some of those 9 types of tracks should probably be put aside. Making the choice in the long run is worth it. That does not mean all is lost. If you have a substantial amount of a better brand of integral track, I showed how to mate integral track with regular flex or sectional track in a "Beginner's Meet" clinic I gave years ago for the WISE Division. Here are photos of the sample I passed around: it involves, yes, chopping or cutting off the proprietary fastening method at the end(s) of the integral track; for that brand of integral track, it also meant having to increase the thickness of roadbed under the regular sectional or flex track so that it can match up with the integral track. In this case for LifeLike I needed an added layer of N scale roadbed under the HO cork, but in some cases, you might even need a layer of O scale cork roadbed under the HO cork roadbed. Depending on the layout and track plan this might involve having to slope down or up more than you want to, or having a double layer of roadbed everywhere which seems awkward and pricey. But for those who want to preserve their investment in integral track, this offers an option that might be at least worth exploring.