



October 2023

THE “INTERIM” HEAD OWL HOOTS

Burnell Breaker

Happy Fall to everyone!

We're ready to kick off another season of meets and activities for the WISE Division. Our first meet of the season is October 16 and we've got a very interesting clinic on photography lined up along with at least one layout to visit. Remember to bring along your latest modeling project or acquisition to show off at our "Bring and Brag" at the beginning of our meet. Also bring your models and photographs for the popular vote contest. Gift certificates from the local hobby shops are the prize for the winners. You can't win if you don't enter!

Make sure you come early and check out all of the great deals at the Lionel Railroad Club Train Show and Sale. We will be there selling items donated to us from families of modelers who have passed away and older modelers who want to dispose of their collections. If you know of anyone who has a collection that they want to donate, let one of our Executive Committee members know and we can make the arrangements with them to view the collection.

This is something we really need help with. We need someone to coordinate the handling of donations to the Division. Presently we are storing our donations at my printing company and those of us on the Executive Committee are sharing in this job.

This is a great means of generating income for us in the absence of Trainfest. Talk to myself or Dennis if you are interested in doing this for the Division.

If you have an idea for a story and aren't sure how to write it, we can help. Our Owl Car Editor, Cindy Mielke, will help write your article for you. If you have an outline of what you want to say along with photographs or drawings, she can work on putting it together and have you proof it before going into the Owl Car. You can email your information to Cindy at owlcar@trainfest.com.

As I said last month, we will have information soon about our April 2024 charter trip, tour and lunch at the East Troy Electric Railroad. Space is limited, so don't hesitate to sign up.

See you October 16 at our meet!!!

Burnell

Upcoming Division Events:

Executive Committee Meetings
October 11 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

One of my duties as Paymaster, is to make sure we are properly insured. So, I often read articles regarding insurance. I wanted to share one that I found that is probably 5 years old but still quite relevant. Number 3 seems very important these days as I watch the evening news.

6 Tips to Prevent Burglaries

Homeowners insurance can protect you and your family in the event of a loss caused by theft. But what is better than being reimbursed after the fact? Taking some simple steps to prevent burglaries in the first place!

Homeowners insurance can protect you and your family in the event of a loss caused by theft. But what is better than being reimbursed after the fact? Taking some simple steps to prevent burglaries in the first place!

1. **Maintain your yard.** This may sound unrelated, but the appearance of your yard, specifically the areas around your windows, can either invite or deter burglars. Think of it this way—if your landscaping is overgrown, it may look like no one is around or checking on the home, making it a prime target for someone looking to get in and out without being caught.
2. **Install security measures.** While it may be cost prohibitive to install a complete security system, it is simple enough to install motion-sensing lights outside. By illuminating the area and drawing attention to someone lurking, you are likely to scare them off. Motion-sensing outdoor security cameras are also reasonable for a DIYer.
3. **Lock up.** There is no step simpler than this. Make sure your windows and doors, sheds, garages, etc. are locked when you are not home—or even if you are preoccupied outside. It only takes a few minutes for someone to grab and run. Don't make it even easier by giving them an open door. Also, if cars are parked outside overnight, make sure you close the windows and lock the doors.
4. **Put it away.** Be sure to keep expensive items like grills, lawnmowers, and bikes inside a locked garage or shed.
5. **Know the neighborhood.** Another easy security measure is knowing the people in your neighborhood. If there is a suspicious vehicle or individual in the area, alert neighbors, and record as much information as you can in case something bad does happen. Having a nearby friend hold onto a spare key is much safer than hiding one under a fake rock in the front yard.
6. **Don't overshare.** This one might be harder for some than others with the prevalence of social media. Make sure you're not advertising when your house is empty. While it is always tempting to post vacation photos, it is better done once you are home. You never really know who can see your stuff. Better safe than sorry!

Don't put your safety and security at risk. Protect your home and property by following these tips to help prevent burglary. Do you have any tips to share?

Making A Silk Purse – Part Two

Ken Mosny

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

Part Two: The Drivers

MDC steam locomotives generally have good basics. They are rugged, die cast, well-made mechanisms typical of 1950-1970 manufacturing. Quality is decent, but they need TLC to operate well. MDC skipped a lot of refinements to keep the price affordable. The detail is spartan with cast on piping, and basic rods, bell, whistle, headlight, valves, tanks with lots of appearance compromises to what the die casting process was capable of. The axles are poorly finished. You were expected to browse the lost wax section of your hobby shop to upgrade the details if you wanted. Indeed, the lost wax manufacturers even offered complete sets of parts to detail specific MDC kits. Some motors, depending on the vintage, leave much to be desired by today's standards. The large open frame motors are amperage hogs which require large, stiff brushes making smooth performance almost nonexistent and fitting decoders iffy at best without frying them. The last MDC kits did come with much better open frame motors that are probably as good as today's "can" motors. If you are looking for an MDC locomotive to buy, choose one with the 2:1 reduction gear for an overall ratio of 72:1 because they can perform much better and have better motors. The basic design was state of the art for a die cast kit of 1960's vintage. We bought them and built them to pull our \$1.50 shake-a-box freight cars. We were content-until now.

Before I get started, a word about tools. These articles will refer to using a lathe for some operations. When you get really serious about building steam locomotives or any other mechanical scratch building projects, you should consider buying a small model makers lathe. I own a Unimat SL series type lathe. Although 50 years old, dated by today's standards and hasn't been manufactured in many years, it still serves me well. There are much better small lathes available for the hobbyist now. A lathe is a very basic tool for my hobby work for making shafts, bushings, reboring wheels, and drivers, turning detail parts and lots of other things. Only you can decide if the \$1000 or so is worth it to buy a lathe and tooling or to spend the money on some other aspect of the hobby. I have a lathe because I like to build rather than buy things. Northwest Short Line (NWSL) makes a quartering jig and wheel puller for model work. You can do much more yourself with them in hand. Other than these special tools, you can do the rest of the work with tools you probably have or can easily acquire.

Today we start to make the bones of this 50-year-old MDC 0-6-0 run well. I have lavished TLC like this on at least four locomotives in the last ten years or so. These techniques do work. You don't have to do everything I describe. The effect of each improvement is incremental so each one helps a little. Many of the procedures I are more inspection than actual "fixing" so don't be intimidated. Do them all, and you will have a steam locomotive that runs as well as any.

Making A Silk Purse – Part Two (continued)

MDC supplied #2 sheet metal screws to hold their later locomotives together. This avoided tapping holes in the die cast parts. Forcing a sheet metal screw into a die cast locomotive frame is, in my opinion, very crude workmanship. I strongly recommend that you tap all of these holes with a 2-56 tap and use 2-56 machine screws instead. If these holes have been threaded with the sheet metal screws but aren't stripped, you should be able to tap them satisfactorily. Make sure you lubricate the tap with oil and only turn it one quarter to one half turn and then reverse the tap to break the chips. NOS frames already have holes correctly sized to tap 2-56. For stripped holes, you can buy a 2-56 insert repair kit for about \$35.00 online or make your own repair plugs on a lathe as I do. You could also drill and tap for the next larger screw, but I consider this poor practice.

Let's start with the drivers. Sometime in the 1970's, MDC began to make their drivers with plastic rather than diecast zinc metal centers. Later, MDC went back to diecast centers on one side and plastic insulated on the other. You don't have to, but I always start with a locomotive that has plastic center drivers on both sides for reasons that will become apparent. I also select MDC locomotives using 0-80 screws to retain the rods instead of plastic plugs because the screws are easier to service than prying out the plugs. The metal center drivers on the non-insulated side electrically connects the locomotive frame to one of the rails which, if a metal Kadee coupler is used on the pilot, makes the coupler also electrically connected to that rail. This can cause a short circuit if the locomotive is coupled to a piece of equipment whose coupler is also non-insulated to the opposite rail. Two locomotives coupled nose to nose could

cause this short circuit, for example, or nose to tender if the cast in coupler pocket of the diecast tender frame is retained. NMRA S-9 requires insulated couplers for his reason. It is very difficult to incorporate an insulated coupler pocket in a steam locomotive pilot due to space constraints. One solution is to use an all-plastic coupler like a McHenry, but I like metal Kadee couplers better. I usually use a metal Kadee #156 scale head long shank whisker coupler,



This metal coupler clears most pilots and requires the frame of the locomotive to be electrically isolated. It is for this reason that I always use drivers that completely insulate the frame from the rails. You may notice that one of the driver centers

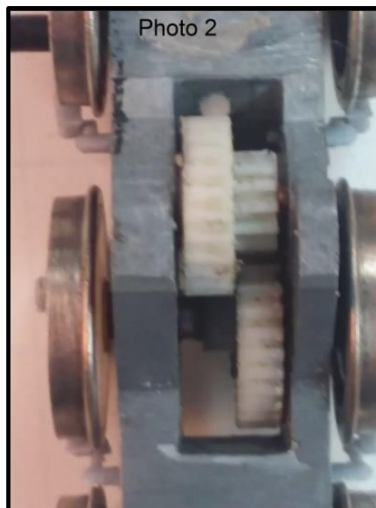
in the photos is white. This is because I replaced the only zinc center on this locomotive with a 3D printed plastic one. For some reason this locomotive had one metal driver center and the other five plastic. This is the only time I have ever seen this, but MDC used many combinations of driver centers over the years. I will show the making of the required driver wipers in a future installment. You could also use a plastic pilot either purchased, scratch built, 3d printed or cast resin to insulate a metal coupler, but I prefer to isolate the frame.

While it is unlikely that you will find all of the problems described below on a single set of drivers, I have encountered all of them at one time or another. Getting into the project and finding you missed something at the beginning can involve a lot of backtracking, so I have conditioned myself to a checklist.

Making A Silk Purse – Part Two (continued)

Start by inspecting the drivers and frame. Assemble the drivers only without the rods to the frame and make sure they rotate freely. Oil the axles while testing. The axles must fit the frame slots with minimum play. On a used locomotive, has someone filed the slots with excess clearance? That is a flag that something else might be wrong. You should never need the axle slots larger than required for free running. Screw on the cover plate. Does this cause a drag? Push the drivers side to side to see if they are free to rotate in all axial positions. Sometimes it helps if the frame is rolled back and forth on the bench while pressing down on it to “run it in” a little. Frame slots can be carefully filed deeper, or the cover plate shimmed if the cover causes drag, but this usually means that someone has filed the bottom of the frame too much reducing the slot depths. Too wide of a slot can be shimmed, but if this is the result of filing and if someone filed the frame that much, they probably did a sloppy job, and the frame might be ruined. Unmolested MDC frames are generally quite good and require only filing of flash, not filing the slot clearances. In particular, the frame slot that holds the geared driver must have as little clearance as possible. If you need to file on the frame, make sure that the frame is clean, scrubbed in soapy hot water with a toothbrush, when checking because even a minute metal chip in an axle slot can seem like a bind. If there is drag, but not binding, likely the axles need to be polished. I'll describe how to do that later. The bottom line is that all of the drivers must rotate freely with minimal clearance. At this point, I would err on the side of a seemingly tight clearance and see how it is after you polish the axles.

Examine the drive gear as you roll the frame on the bench. If it wobbles, I have been able to pry a plastic gear back into alignment with my fingers. For the 72:1 ratio gear set with the

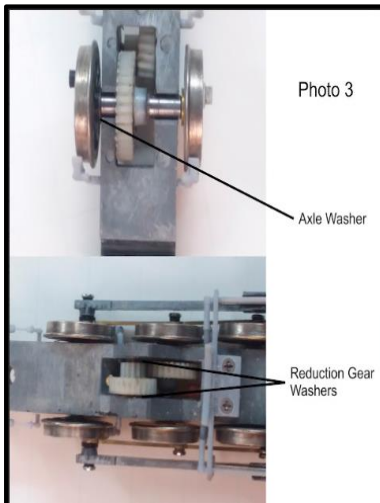


molded reduction gear, see photo 2, rotate the drive axle meshed with the reduction gear and the motor removed making sure the gears do not bind. I have seen these molded gears far enough out of true that they bind. Sometimes you can rotate the driver to a different mesh position of the reduction gear and fix this. Then you

will have to mark the gears to get the correct mesh again if you take the gears apart. Make sure that the bind isn't caused by a piece of debris stuck in the root of a tooth. Feeling a “tick” as the gears are rotated can be caused by debris or a bit of flash. Pick out any debris with needle or hobby knife tip and trim flash with a sharp hobby knife. It is important that the geared axle and reduction gear have minimal side play, or the gears may rub each other. Make sure that rubbing of the axle gear on the frame doesn't cause a snag. File, scrape, or sand places where they snag but be careful that this doesn't cause more roughness. I reduce the side play and center the geared driver by inserting a thin washer on the axle between the wheel and frame. Installing this washer involves removing a driver at the risk of disturbing the quarter. You will also have to push the axle gear to one side to get the assembly centered on the frame without play. Since the axles on MDC locomotives are knurled, they usually press back on in quarter after installing this washer. If you do not want to risk pulling the driver, a shim washer made from a Kadee fiber washer cut in half may be glued to the outside of the frame. I also put shim washers on the sides of the reduction gear to keep it from sliding

Making A Silk Purse – Part Two (continued)

axially and rubbing the frame or axle gear. These shim washers are from NWSL. If the gears bind despite all your efforts, you may need to look for another MDC gear set or buy high quality machined



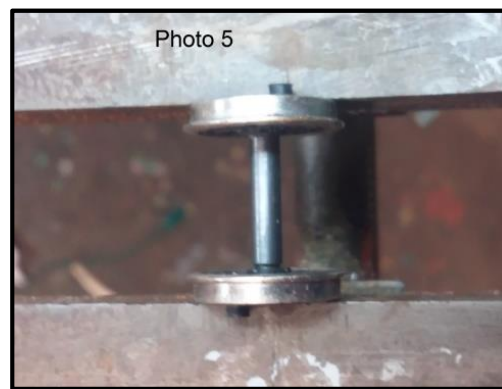
sets from NWSL. I have bought the NWSL sets for \$10-\$15 on Ebay, but they are not for sale often. New sets are available from NWSL for \$40.

Photo 3 shows the placements of these washers. The main driver is the one that has an extended crank pin for the main rod bearing. Is this crank pin cracked or swollen? Used MDC drivers that use 0-80 screws in the crank pins very often have these extended pins damaged. This is because the screws were simply threaded into the holes without tapping them first. The screws expand the holes larger and eventually swell or crack the pins. Always, always tap the crank pin holes even on used drivers! If you are starting this project with a NOS kit, tap these holes before inserting the screws. If the main journal pin is cracked, I will repair it, photo 4.

This is an advanced operation requiring pulling the driver and cutting off the damaged crank pin. A hole just under the pin size is drilled in the driver carefully centered on the screw hole in the driver. Then a new brass pin is turned to size, tapped 0-80 and pressed into the driver. To do this you need a lathe, drill press and probably a quartering jig. If you can't

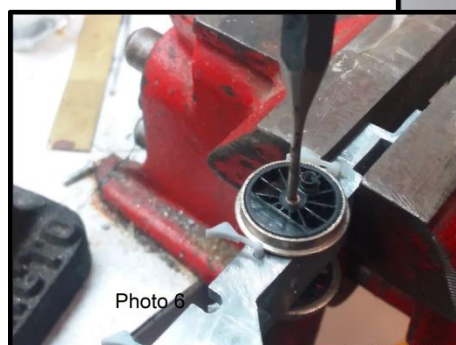
replace the journal or get another driver, try to carefully file the pin to make sure it turns freely on the main rod, but this is not the best.

The next thing that needs to be checked is whether the drivers run true and are in gauge. Turn the drivers in the frame one by one to see if they wobble. These plastic center drivers can usually be trued by carefully forcing them with your fingers. I have seen metal centered drivers have a wobbly tire which I have crimped true with flat nosed pliers. Using an NMRA gauge, check the flange gauge at several places around each driver. The axles are shouldered so the gauge is usually not a problem, but it needs to be checked, nevertheless. Wide gauge can be corrected by



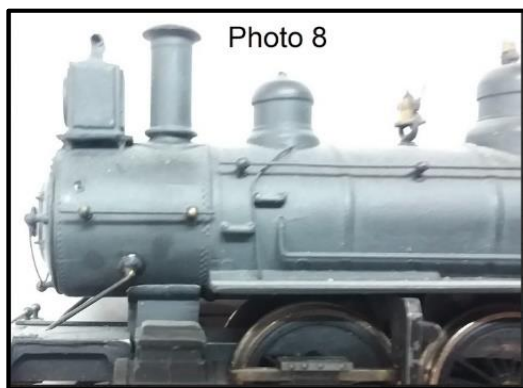
pressing in a small vice or sometimes just squeezed with your fingers, see photo 5.

Narrow gauge can be fixed by tapping the axle end with a punch with the driver in the frame, photo 6 or, better yet, use a puller, photo 7. If I can't true a wobbly driver, I will rebores the entire set to accept new 0.125" drill rod axles and reassemble the set.



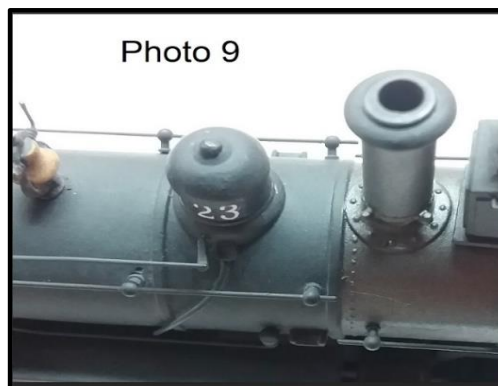
Making A Silk Purse – Part Two (continued)

Next on the checklist is inspecting whether the drivers are all quartered alike. Quartering of drivers refers to the driver crank holes on one side of the locomotive being rotated 90 degrees, one quarter turn, from the other side. It is critical that all drivers of a set have exactly the same offset rotation even if it is not exactly 90 degrees, or the mechanism **will** bind. Common North American practice is that the right driver crank pin is rotated 90 degrees ahead, clockwise facing the outside of the driver, of the left driver. One major road, the Pennsylvania, reversed this and rotated the left driver crank pin ahead. I wonder how many Pennsy models are actually this way? Most of the time the quartering is OK, but derelict locomotives may have been set aside because of binding caused by being out of quarter. Some causes of out of quarter are someone replacing a gear, mixing up drivers from different locomotives or just abuse. The best way to check quarter is to use a quartering jig like the one from NWSL, photo 8.



In the absence of a quartering jig, you can check the drivers by eye fairly well, though. I do this as a quick check and only use a jig if I encounter a problem later. Assemble the drivers in the bare frame with the cover plate. Line up all the spokes horizontally on one side. Carefully turn the frame around

without disturbing the drivers, sometimes easier said than done, and inspect if the all the spokes line up on the other side. They may be rotated a little askew on the other

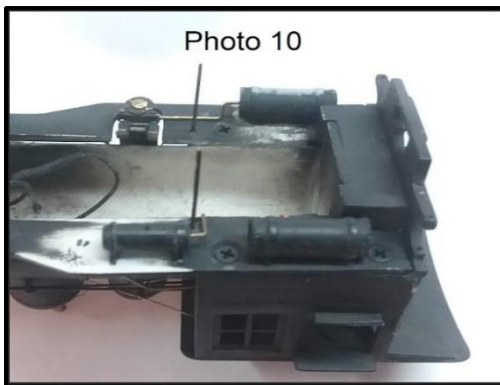


side, but they must all be askew equally.

Photo 9 shows both

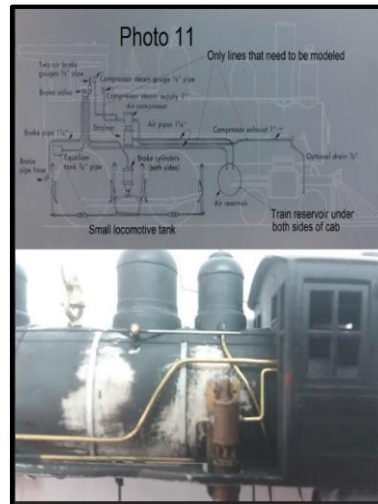
sides. Your eye can actually be pretty good at spotting an out of quarter driver. If you have trouble disturbing the driver positions as you manipulate the frame, try some grease on the axles to hold them. Rotate the drivers to several positions to see if the result is the same. Repeat the procedure lining up the opposite side drivers and inspecting. Move the axles to different slots and check again if you suspect a driver is out of quarter, but you are not sure. To fix an out of quarter driver, you really need a puller and a quartering jig. You use the puller to remove the driver and the quartering jig to hold the driver in position as it is pressed back on. You might try to do this by eye, but good luck. You can only fix it if the axle end is not knurled, but MDC drivers, and many others, have knurled axle ends. This keeps the drivers in quarter since they can't be twisted on the axle, but it also makes it impossible to fix them if a driver is not accurately quartered to begin with. To fix knurled sets, you have to make new unknurled axles and rebore the drivers to fit. Back to an expensive tool, a lathe. At this point, if you don't have or want to invest in the means, a jig, puller, and lathe to fix the quartering of the drivers, you probably have to find another set of drivers or find a friend that can fit new axles for you. Steam locomotives will absolutely not run smoothly if the quartering of all the drivers is not the same.

Making A Silk Purse – Part Two (continued)



Now to nickel plate the drivers, photo 10. Assuming that the driver tires are bare brass, nickel plating the tires will greatly improve the electrical pickup and keep track cleaner. Note that I have only had complete success nickel plating the plastic center drivers. Apparently, the zinc driver contaminates the plating solution. This is another reason I only use drivers with plastic centers. There has been a seller on Ebay that plates driver tires with zinc centers. It might be possible to press the driver tires off to plate them and then back on. I remove driver tires to do repairs to the insulation at the rim but not to plate rims, but I would try it if I had to. Plated drivers will stay cleaner than bare brass and have far superior electrical performance. The plating is harder than brass and wears better as long as you do not use abrasives to clean the wheels. Plating is also renewable when worn. Nickel plating is something you can do yourself. I will not detail the plating procedure here as I have done clinics on it, and the procedure description is a whole article by itself. You can download my clinic using the URL at the end of this article.

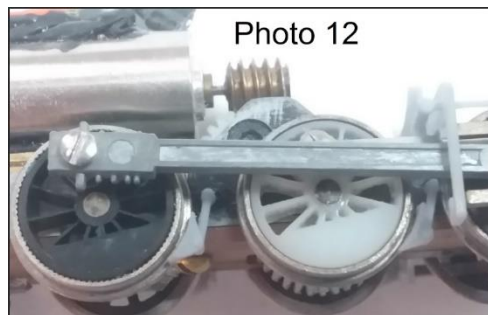
Photo 11 shows an out of the box MDC driver set. Note how dull the axle is. MDC is noted for



poorly finished axles. Most other manufacturers are better. Plating of the driver tires can also etch the axles dull. For shafts and bearings, dull sliding surfaces mean friction, and friction is not our friend here. I have used two ways to fix these axles. I have

replaced the axle with a polished steel rod or polished the axle in place without taking apart the driver set. Replacing the axle with a nice shiny 0.125" diameter drill rod is a lot of work. I only do it to fix other problems like a knurled driver out of quarter, wobbly driver, or driver out of round. Drill rod is very accurate ground and polished tool steel, usually O-1 alloy. You can buy a 36" length of suitable drill rod for less than \$10 at industrial supply houses, good hardware stores or online. You will also need a lathe, wheel puller and quartering jig to fit a new axle. You will have to accurately cut the rod to length, pull the drivers off the old axles, rebore the driver centers to fit the new axle and hold the drivers in quarter as you press the drivers back on the axles. This is an advanced procedure out of scope of the average modeler. By the way, keep drivers to locos as a set and don't mix them up with other sets from other locomotives. Sometimes the quartering angles from set to set are a little off but the same within a set. Crankpin hole radii, size and type can be different, too. MDC has three or four styles of drivers that I know of that are not inter-changeable.

To polish the axles without removing them, you can use strips of polishing paper or cloth working it back and forth by hand, but it is much easier to build a simple polishing machine, see photo 12.



If you downloaded my plating clinic, the handout shows the construction and usage of this machine in detail. Instead of using the wood dowel to hold the wheelset down as described in the plating clinic, use a polishing stick made from a wooden stick with wet or dry abrasive paper affixed to it. Hold the driver against the rubber sleeved shafts with the abrasive stick and spin the driver at a moderate speed. I start with around 400 grit on the stick and work up to 2000 grit in three or four steps lubricating the process with soapy water. Rub the abrasive stick side to side and back and forth with each grit. This will result in a highly polished axle. After polishing, I recheck and correct any wheel wobble.

All the above should keep you busy for this month. Next month we will continue to assemble the mechanism working on rods and crossheads.



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.

Get your cameras ready....

At our October meet, professional photographer, Dean Jensen, will be joining us. Dean will be sharing his years of experience and expertise on how to photograph our layouts, cars, and adventures in rail fanning. Rail photography is just one more aspect of our hobby into the world of rails and railroad modeling. Please bring your camera along to the October meet. Cell phones will do, but you will not be able to practice the techniques as well as with a camera.

And don't forget to submit those photos to the Owl Car at owlcar@trainfest.com. All you need to submit along with the photos is the information concerning it and our editor will take it from there.



The Second Life of a Collection

Burnell Breaker

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

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

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

Before Al was diagnosed with dementia in 2016, he was working on it and had some issues with the wiring and his DCC.

He couldn't remember what to do and the railroad has sat since 2016.

We think he was trying to replace his MRC Prodigy with Digitrax and hadn't finished because the Prodigy system was still connected and a Digitrax power supply nearby and the rest of the Digitrax system was in a box under the railroad. The track and locomotive wheels are also quite dirty from sitting for 6 years. David Mielke has 6 of the locomotives to clean their wheels and make sure they operate. We will go back sometime next month to start packing up the cars, locomotives, etc. along with swapping out the DCC systems and cleaning the track to see if we can bring the railroad back to life. If we can debug the railroad, we are thinking of using this at Train School and giving this collection a second life.



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 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 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".

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!

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

August Executive Committee Minutes

**Wisconsin Southeastern Division (WISE) of the NMRA
Executive Committee Meeting
Wednesday August 9, 2023
Location: Zoom**

Meeting called to order by Burnell Breaker at 7:04pm

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

Chairs Present – David Mielke (Train School) Dave Poquette (AP)

Guests – None

Absent – Tim Koch – BOD Gary Hendrickson (Membership), Cindy Mielke (Owl Car)
Bob McGeever (MWR President)

Minutes: No changes noted from May 24 meeting minutes, approved.

Paymaster Report:

Need address of Shawn to send him the \$200 down payment that he had for the location we are using for Train School. (New Berlin VFW post) No changes noted for the treasurer report from May 24 meeting, approved.

Train Sales:

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, got 9 more boxes on May 6 and later. Passenger trains, cars, cabooses & diesel locomotives.
Take brass cabooses to South Side, along with Walthers GN dome car.
Mark Heinen to remove Dynatrol encoders. Most of Don's steamers were still in the original foam, which is disintegrating and stuck to the equipment.
Don Vollrath collection – was old WISE member. Had a stroke in 2019, not able to model since. Looking to sell his collection. Need to contact him, look at his collection, discuss the options. May put him contact with South Side Trains.

Committee Reports:

Owl Car – Email blast early August – “Remember, the season is starting, here is the schedule.”
Next regular issue is in September, deadline is August 15

2023-2024 Schedule discussion:

East Troy visit April 21, 2024, Sent contract to ETER. Finalizing plan for Train School & East Troy

WISE Website: All old info is listed. Needs new schedule updated – no coming events. Burnell to contact Jim Hebner.

LA Union Depot was doing a “TrainFest 2023” event in Sept. We sent them a letter. They changed the name to “Train Festival 2023.”

Train School:

Dave Mielke updated everyone on his plan:

Plan to run a one-time ad in MR and will place the info on their website 2’x2.’

Poster for hobby shops, so flyers don’t get lost/covered up. We need FB exposure,

Need Mike Slater’s help. Clinics – need Blue Box kits,

Burnell has some from Don Strike, none are in the Storage unit. We have some Walthers building kits, but will need tools, razor knife, glue, etc.

Need a train set, with EZ-track, we have some in storage.

What support does MR /Kalmbach provide to the WISE Division? Maybe we can get MR / Cody or Eric or ?? to do an article about Train School.

Discussed where to post flyers at area hobby shop.

Next Meeting:

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

After that, the next meeting is October 11 at the Lionel Club in New Berlin.

Meeting adjourned at 7:52 pm

Respectfully submitted by David A. Rohr, Chief Clerk.

Shows and Swaps

Wisconsin and Northern Illinois

Monthly Shows

**DuPage County Fairgrounds -
Wheaton IL**

<https://www.trainshow.com>

August - June Mornings

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

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

October - March

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

Oct 15, Nov 19, Dec 17 2023, Jan 21, Feb
25, Mar 17 2024

**K-Town Swap Union Hall, 3030 39th
Ave – Kenosha, WI**

Oct 15, Nov 12, Dec 17 2023, Jan 14,
Feb 11, Mar 10 2024

Bill - 262-331-0392

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

Oct 15, Nov 19 2023, Feb 25, Mar 17 2024
Afternoons

Yearly

**Green County Model Railroaders,
Stateline Ice Expo, Monroe, WI –**
<https://gcmrrinc.org/show>

Typically, the 3rd or 4th weekend in September,
Sept 23 & 24, 2023 There is an admission fee.

**Jackson, Washington County Fair Park -
Marshfield, WI**

Kettle Moraine Ballast Scorchers Club -
<http://kmbstrclub.org/id3.html>

Oct 21 & 22, 2023

Hub City Model Train Show

October 8, 2023

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

Jan 14, 2024

**4000 Foundation – Great Tri-state Rail
Sale – La Crosse Center**

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

January 27, 2024

**Mad-City - Alliant Energy Center, Rim
Rock Rd, Madison, WI**

<https://www.nmra-scwd.org/mad-city-show.html>

3rd weekend in February, Feb 17 & 18, 2024

March

O Scale Meet

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

March 14, 15, 16, 17, 2024

Lena-Winslow Elementary, Lena IL

<https://www.facebook.com/lenadepotstovegang/>

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

Shows and Swaps
(continued)

Ozaukee County Fairgrounds –
Cedarburg

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

Title Town Train Show 2024 -
Green Bay

<https://www.ttsqblc.com/>
May 4 & 5

4000 foundation – Rail Fair,
Copland Park, La Crosse, WI
<https://www.4000foundation.org/>
July 13, 2024

Onalaska Omni Center,
La Crosse and 3 Rivers Model
Railroad Club - Onalaska, WI
Typically, a Saturday and Sunday in March;
date unknown

Lionel Railroad Club,
Festival of Trains – New Berlin, WI
2721 S. Calhoun Rd, New Berlin
Nov 18 & 19, 25 & 26
10:00 – 5:00

The Oconomowoc Historical Society
& The Museum Railroad Group
Invite You To



**The 9th Annual
Model Railroad
Open House**

**Sat. Nov 4, 2023:
11:00 am to 5:00 pm**

The Large 21' x 32' Milwaukee North
Western Model Railroad will be running



- See Other Model Train Display Locations
- Visit the Museum!
- All ages from 0-99 Welcome!
- Don't Miss the Streets of Old Oconomowoc
- Free Admission

Come and Run the Trains!

103 W. Jefferson St., Oconomowoc
(262)- 569-0740

www.oconomowochistoricalsociety.org
facebook.com/MilwaukeeNorthwestern
Ramp Accessible: at the Main Side Door



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

Like us on
FACEBOOK
Milwaukee Lionel
Railroad Club



Visit our Web Site



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

