

May 2020

From Your WISE Superintendent...

— Mike Slater



Let me start off with hoping everyone and their families are safe and healthy. I know that all of us have never seen anything like this in our lifetimes. I hope everyone can communicate with their friends and loved ones. However, at times I hope you can find some time to do things that interest you. For me personally I have been finding some time to do a little Model Railroading. Currently I am working on a model of the North Shore Line Root River Bridge. While I am able to purchase many items to build this bridge I have found that I have had to do a bit of kitbashing and 3-D printing of parts to make the bridge a closer match to the prototype, while the bridge may not be 100% accurate, I think it captures the feel of the original bridge. See the project photos on Page 12 of this Owl Car.

Another thing I have been doing during this time of shutdown is watching layout tours on the internet. For those of you on Facebook, the "Twin Cities Model Rails" group has been doing layout tours. This was the idea of a good friend of mine in the Twin Cities area Tom Gassior (a new MMR in the NMRA). The focus of each episode is to cover 3 – thirty minute layout tours or clinics. Recently these layout tours have been uploaded to YouTube on the following Channel: Soo the Milwaukee Road (<https://www.youtube.com/user/WSampsonite10>). Layouts on these tours have been Twin Cities layouts, but have featured layouts in Green Bay & Appleton, and even a layout in Australia. If anyone would like to do something like this with their layout, please let me know, we can discuss how we can share your layout via Social Media.

With the ongoing shutdown in the state of Wisconsin, your WISE board of directors (BOD) is still working hard for all our members. We are still planning on the 2020/2021 cycle of events which will include Septembers RPM, a postponed Annual Membership Meeting in October, Trainfest in November, plus events in 2021.

I also want to congratulate Andy Greco and Mark Hintz the two winners in our spring elections. They will continue to serve the board as directors for the next three years.

Also, I would like to close out on one final thought. Please remember to support the Hobby/Train Stores within our Division. If you need something, please call them and see what their current store policy is. Here is some quick information for these outlets:

Terminal Hobby Shop (https://www.walthers.com/)	800-487-2467
Hiawatha Hobbies (https://www.hiawathahobbies.com/)	262-544-4131
Sommerfeld's Trains (http://sommerfelds.com/)	262-783-7797
South Side Trains (https://www.southsidetrains.com)	414-482-1566

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

— Dennis Janssen

The C&NW had about 30 NW2 switcher units on its roster. It is a little difficult to determine the exact number of units because a lot of renumbering took place within the roster over time. All the units were acquired from mergers with or purchases from other railroads. None were new when purchased.

This possibly explains why Broadway Limited did not include the C&NW in their production run of the N Scale NW2.

So, my choice was to buy an undecorated unit and paint it myself. I am very impressed with not only the quality of the engine, but the multitude of add-on parts and details. Some are plastic and some are brass, including the bell and the horn. The frame and hood are white metal and the cab is plastic. The sound is incredible. The horn is as deep as you might expect it to be, the bell is perfect and the rest of the sounds are as good as they have ever been from Broadway Limited. It runs a little fast for a switch engine but I will fix that with the CV settings.

As far as painting was concerned, I used Tamiya masking tape and it is everything that it is purported to be. I achieved a very fine break between the green and the yellow. The green paint was mostly Tru Color thinned with acetone. Some other green details were done with Badger MODELflex. Some folks say it can only be air brushed, but I have good luck with micro brushes. The yellow is Scalecoat that I had laying around. My air brush is a Paasche H series that I have had for years.

Note the engineer waving from the cab. That poor fellow is missing his left arm and most of his lower body. 😊

I used the following website picture for my inspiration.
<https://www.railpictures.net/viewphoto.php?id=613280>



Next WISE Board Meeting

All WISE/NMRA members are welcome to attend our monthly board meetings. As noted in the Superintendent's April report all meetings for the balance of this year will be by conference call.

Our next conference call meeting will be held on Wednesday, May 13th at 7:00 pm.

Attendance on the conference calls is limited to 25 participants. So if you are not on the Board and want to listen in please email Mike Slater at m Slater@wi.rr.com.

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Please send any comments, information, or editorials to the editor.
 Editor: Steve Miazga, W224N2280 Elmwood Drive, Waukesha, WI 53186
 Email: smiazga50@gmail.com Phone: 262-894-6411



Upcoming Division Events

- September 26, 2020—WISE Division RPM Meet**
Four Points Sheraton Milwaukee Airport,
9:00 am to 4:00 pm
- October 18, 2020—WISE Division Meet**
Mount Pleasant Lutheran Church, Racine, 1:00 pm
- *November 14-15, 2020—Trainfest 2020**
Wisconsin State Fair Park Expo Center, West Allis, WI
- January 17, 2021—WISE Division Meet with "Rail School"**
Location TBD, 12:30 pm
- * February 20, 2021—Annual Mad City Train Show Bus Trip**
- March 21, 2021—WISE Division Meet**
Oconomowoc Museum, Oconomowoc, 12:30 pm
- April 9 & 10, 2021— WiseOPs Operating Weekend**
- April 18, 2021—WISE Division Meet and Annual Meeting**
Location TBD, 12:30 pm
- * May 2021— Annual DuPage Train Show Bus Trip**

* Denotes extra fare event

For more event details go to our website: WWW.WISEDIVISION.ORG



WISE Division NMRA Officers & Board of Directors

- Mike Slater—Superintendent
m Slater@wi.rr.com, 262-515-3623
- Andy Breaker—Assistant Superintendent
funeralguy20@gmail.com
- Dennis Janssen—Paymaster (Treasurer)
dennis@trainfest.com, 262-544-6324
- David Rohr — Chief Clerk (Secretary)
chiefclerk@trainfest.com, 262-783-7230
- Gary Children— Achievement Director
csuperchief20@wi.rr.com, 414-327-1666
- Mark Hintz—Youth Group Director
gp30@fuzzyworld3.com, 414-745-4613
- Burnell Breaker—Video Library Director
brbreaker@yahoo.com, 262-939-9193
- Art Oseland—Bus Trip Director
raydenny1@aol.com, 414-764-5375
- Steve Miazga— Director & Owl Car Editor
smiazga50@gmail.com, 262-894-6411
- Ted Zieger—Contest Director
ptzieger@sbcglobal.net, 262-247-6946
- Andy Greco—WISEops Director
nmrawiseop@gmail.com
- John Hagen — Layout Tour Director
sprinthag@yahoo.com, 262-385-4450
- Harry Grieshaber—Clinic Director
harryg@trainfest.com, 414-915-2102
- Jim Hebner—Webmaster
hebnerj@gmail.com, 937-207-0163
- Open - Membership Director



Upcoming National And Regional Events Of Interest

- May 14-17, 2020—Midwest Region NMRA Convention**
"The Peoria Rocket"
Postponed Until Fall
www.mwr-nmra.org
- June 20-21, 2020 — Strawberry Fest Train Show**
Waupaca Recreational Facility, Waupaca, WI
- July 12-18, 2020—NMRA 2020 Convention—St. Louis**
CANCELLED FOR 2020
www.gateway2020.org
- July 17-19, 2020—National Train Show—St. Louis**
CANCELLED FOR 2020
www.nationaltrainshow.org
- July 4—10, 2021—NMRA 2021 Convention—Santa Clara**
Santa Clara, CA

Historical Society Meetings

- April 18, 2020—Green Bay & Western Historian Society**
Annual Meeting
POSTPONED—POSSIBLE DATE THIS FALL
www.gbwhs.com
- April 30—May 2, 2020—Burlington Route Historical Society**
2020 Mile High Spring Meet
Joint Meet with Rio Grande Modeling & Historical Society
CANCELLED FOR 2020
www.burlingtonroute.org
- May 28—31, 2020—Chicago & North Western Hist. Society**
2020 Annual Convention, Rails & Rivers, Mankato, MN
CANCELLED FOR 2020
www.cnwhs.org
- June 18—21, 2020—Milwaukee Road Historical Association**
2020 Annual Meeting, Elgin, IL
POSTPONED—FUTURE DATE PENDING
www.mrha.com
- September 10-13, 2020—Burlington Route Historical Society**
2020 Fall Meet, Radison Duluth-Harborview, Duluth, MN
www.burlingtonroute.org
- September 19, 2020—Soo Line Historical & Tech. Society**
CONVENTION CANCELLED—PLANNING ANNUAL MEETING
2021 Convention being planned for Manitowoc
www.sooline.org
- September 19-23, 2020—Great Northern Railway Hist. Society**
2020 Convention, Nelson, BC
www.gnrhs.org
- October 8-11, 2020 — Missouri Pacific Historical Society**
2020 Convention, Branson, MO
www.mphs.org

The Frugal Modeler Thinks Out Loud

— David Nelson

One of model railroading's never-ending challenges is finding industries compact enough to be practical for our layouts but large enough to actually have been rail served. In the early days almost any industry no matter how small could be rail served (and the freight cars were smaller too). Local delivery trucks started to nibble away at rail's total dominance of the small industry market by the 1920s, but until the interstate highways of the 1950s gave trucks more of the business, there were plenty of rather small rail-served businesses, and some remained at least somewhat rail-served into the 1960s. In some cases the railroads tired of providing service before the industries made the switch to trucks only.

Here are a few small industries that I remember from the 1960s just in my hometown of South Milwaukee, and some are still rail-served even today.

Lumberyard. Two lumberyards in my home town were rail served. One had the siding along its building which was enclosed with high unloading doors on the track side - not the open lumberyard like the famous Atlas kit in other words. Their spur had its own spur so loads and empties could be exchanged. Lumber could arrive by boxcar or on flatcars. There were still 40' flatcars in the '60s although 50' and 52'6" cars were more plentiful. The other lumber yard would be even easier to model. It was located blocks from the tracks; the cars were delivered to a team track and the lumberyard sent its flatbed truck to unload the freight car, often a boxcar. Later a millwork/lumberyard in the next town got its loads at that team track, and they'd bring a truck and forklift. The first time they got a centerbeam flatcar (which has to be unloaded evenly from both sides), uh-oh: the unloading warnings on a centerbeam flat are hidden by the load on the bulkheads. Yup, they tipped the car over! The big box builder supply stores have pretty much wiped out that kind of old fashioned lumberyard, but there are still a few around.

Bulk Oil Dealer. There was plenty of home oil heat in the '60s so there were still bulk oil dealers in cities and small towns, and there were two in South Milwaukee: large horizontal tanks on concrete bases with a pump in a small shed for unloading tank cars, and an open air but roofed platform for loading the classic heating oil tank trucks. The Deep Rock office was a small building but the Standard Oil dealer had a more substantial brick

structure with office, storage (55 gallon drums) and a loading dock.

Junk Yard. Another example where the structure was a large shed (which was also the owner's home!). Back then junk yards shipped and received by rail; some shredded and even baled scrap metal for shipment. The yards had a crane with an electrified magnet, or a claw-type shovel. Don't forget to fence it all in and include a vicious dog or two.

Plastic Bag Factory. Not an obvious choice. Plastic pellets (about the size of aspirin) arrived in large covered hoppers, ACF CenterFlows for example. The factory itself was compact but had vertical storage tanks along side. It did not ship by rail, just loads in. Interestingly, the unloading area was across the street from the factory itself. You could model this industry with no structure at all! This business, Leutzow, is still rail served in South Milwaukee. Their website has some great old photos.

Table Factory. Another non-obvious choice. Mitchell Mfg. looked like a rambling woodworking shop, with dust collectors and such. I toured it as a cub scout. Their tables were heavy "church supper" types, with laminate on top and folding metal legs. Boxcars brought in the wood and the large rolls of laminate which are very heavy. Perhaps the casks of the smelly glue used were also brought in by rail but my hunch is that was a truck delivery. This industry's spur also had a second switch so loads and empties could be exchanged. I am pretty sure the tables themselves were shipped by truck in the 1960s. The unloading dock was covered and an old tell-tale over the tracks protected any brakeman riding a boxcar roof, although brakemen didn't do that much by the 1960s.

Ready Mix concrete. Cement (covered hoppers) and aggregates (gondolas) came in by rail. The cement was stored in silos; aggregates were stored in separate piles outside and blended when concrete was made. "Cement mixer" trucks took the finished product to local customer sites. Not a huge facility, but busy enough to warrant rail service into the 1960s and beyond.

From a track planning standpoint, in South Milwaukee there were "frontage tracks" on either side of the C&NW double track main near the depot. Industrial sidings left those frontage tracks so the local switch crew could do much of their day's work without fouling the main or having to worry about the timetable.

The WISE Division of the NMRA Presents Milwaukee RPM 2020



4-Clinics

September 26th 2020

Four Points by Sheraton Milwaukee Airport
5311 S Howell Avenue, Milwaukee, Wisconsin 53207

NMRA members - Free
Non-NMRA members - \$3.00

Take a Tour of the TP&M

—Submitted by Bill Pfister



Monday March 25, 1974

To the shareholders of the Tomah, Portage, and Mauston Railway from the Board of Directors.

Gentlemen,

Last week we took a tour of the railway to ascertain the state of the property. We rode in our passenger cars that were pulled by the number 238 Steam Locomotive. We left from the siding at the end of Tomah Yard adjacent to the Huber Brewery. Our objective was to observe the quality of the rail, the quality of the road bed itself, and the availability of use of all of the property. The yard lead was in very good condition. As we entered the main line at the Tomah Station we noticed the abundance of activity around the station. The ride to the station at Adams was very smooth and again we noticed a quite a bit of activity around the station itself. Upon leaving the station, we immediately entered the short tunnel that travels through the



Oxford Sand and Gravel facility. The tunnel itself was in very good condition as the portals, walls and ceiling all appeared to be very solid. Our next stop was at the Oxford station. Being a smaller town, there was less activity in this area. The station itself was in need of some touch up paint and some roof shingles need replacement. We left the station backwards to crossover to the siding so we could then back down the Oxford Sub to the small yard at the sand and gravel facilities. We walked the yard leads and the sidings into Pfister's Sawmill, Big Spring Water, and Oxford Sand and Gravel. As this yard sees a good

deal of traffic, we decided that the rail grinding train should make a run through. It will also take some work from the track crew.

Back on the mainline we headed for bridge junction and the station at New Lisbon. Low bridge appears to be in good working order. It will be inspected by our bridge crew. Our stop at the New Lisbon Station showed us the great shape of the facilities there. Upon leaving the station we took the junction onto the Port Edwards sub. The first thing we observed was the diamond crossing pulp siding was in need of some work. We continued to the yard at the NEPCO paper making plant. This yard is a very busy yard, but it is in very good shape thanks to the help from the paper maker in maintaining this yard. As we proceeded back to the mainline, we took time to observe the track work at all the industries along the way. There are some switches that need to be repaired by our track crew. Back on the main line, we stopped at the Mauston Station. As this is in the middle of spring weather, we are also observing the results of the frost having come out of the ground all along the right of way. We walked the siding to Victor Cement and Mauston Cold Storage and found them in good condition. It seemed like just a few minutes before we arrived at the Wisconsin Dells Station. This is a very well kept station as it will receive many tourists shortly and it needs to make a good impression. Still some time before the tourists will be arriving here. We will take this time to do a great deal of track repair especially from here to Portage. The ride to Portage was indeed very rough and undulating. This stretch of line crosses a great deal of swamp area and the frost heave is very evident.

(Continued on Page 7)

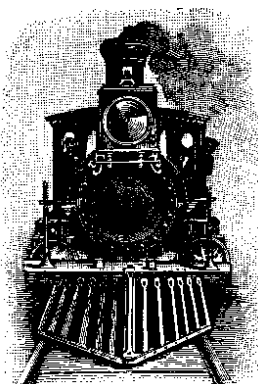
We had to restrict our speed to 15 mph. Finally, we arrived at Portage. We found the yard there to be a very busy place and there is also an abundant amount of industrial sidings to walk and observe. The short siding to the Tewsco Grain Elevator #2 is especially need of repair by our track crew. We tied up the 238 and the yard crew dumped the ashes as the engine will not return to Tomah Yard round-house for some time. We have dispatched the track crews and the rail grinding train to do the work we observed.

Respectfully submitted,

William A. Pfister, General Manager and President of the Board of Directors.



Shown at top is the Oxford Sand and Gravel plant, at left is the New Lisbon depot and log loader and at the bottom is the Mauston Packing and Cold Storage Company.



Safer at Home.... The Projects That Kept You Busy

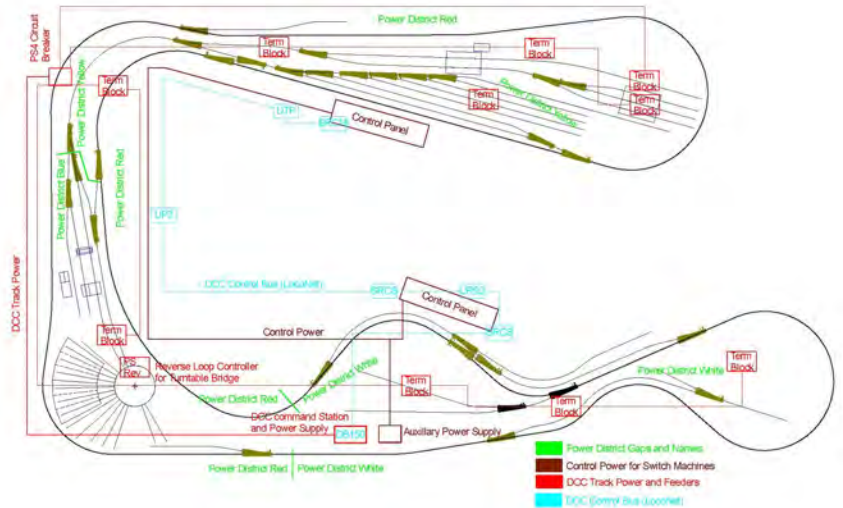
In our April Owl Car, we asked our members to submit articles and photos of the modeling and related projects that kept them busy over the past month while being house bound for the most part. We began to get submissions the day that the April Owl Car went out! For the sake of simplicity, we started to

fill the pages as the articles came in from WISE members. As you will see, some folks have been pretty busy with the hobby—making the best of the time that we are in isolation. Enjoy the following pages and hopefully the ideas shared will instill some great projects for your hobby activities.

Bryan Wichmann—Port Washington

Here's some of what I've been doing since I came into a bunch of extra free time lately.

I started off getting a few older locos running well again with some cleaning, lubrication and one P2000 unit needed new gears. I've also been working on documentation for my AP cert in Electrical - Here's a schematic of my layout. Then I decided to hit the 'unbuilt kits' shelf and start with a simple Greenway Boxcar I assembled and weathered.



Members of Metro Model Railroad Club here in Port Washington have also been staying connected by sharing our projects on our club internal e-mail group since our club meets at an assisted living facility and that has been locked down for some time now. We were sorry to hear of WISE OPs getting cancelled but certainly understand and we are looking forward to hosting at the fall event.

Hope everyone is staying safe and making the most of time at home!

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Greg Haacke—Menomonee Falls

Hello Fellow Model Railroaders and like many of you I've been in the homestead for over two weeks now and another 30 days to go. A visit from NMRA's Gary Children to view the layout for a Golden Spike Achievement has been postponed for awhile which now allows additional time to work on special projects.

I'm lucky to have a modest sized model railroad layout housed in the basement in its own room with a lay-in ceiling, carpet tiles, drywall on three and half sides and the layout is 95% completed. The layout is called the Chicago, Milwaukee & Northern Railroad (CM&N) and is loosely based on the Milwaukee Road. Motive power and through trains from other Wisconsin area Fallen Flag roads take turns running on the CM&N.

I've been working on a variety of projects with the latest being the repair of a turnout switch machine that failed. When checking the Tortoise's wiring I couldn't discover anything wrong so the easiest route was to replace the control wiring to the Tortoise. This didn't immediately solve my problem and in fact some how an adjacent control wire to another Tortoise became loose and I switched the control wires between the machines. After sorting out what was wrong with Tortoises, the dwarf, two light signals for the turnouts failed to operate so now that's another project for the layout's electrician.

A special project was the design of a logo for my railroad and having custom decals manufactured. The logo is loosely based on John Allen's G&D diamond shaped logo and the signature logo used by the MSN rail. After decals arrived logos were installed on patched coal hoppers or on undecorated Taconite cars.



My favorite project has been weathering rolling stock and I been using a combination of Pan Pastels, oils and acrylic paint. I prefer heavy weathering for some cars and lighter touch of dirt on others, but my favorite is a SOO Line caboose where I changed the side lettering to SOO LINE and renumber the caboose. Interior caboose lighting and a rear facing flashing warning strobe were installed.



An unfinished project is stringing utility poles with EZ Line for a more realistic right-of-way appearance. Once you get into a



line stringing rhythm, the work progresses along in a smooth pace. I plan on going back and painting the poles a Driftwood color in keeping with older poles that have faded. Next week I'll complete this fun project.

The time working on the layout speeds by and I've been running trains while at the work bench. Knowing that this virus confinement was looming on the horizon I stocked up on essential modeling supplies. I forgot a few items, but I'll manage to make the best of being a basement dweller.

Time to get back to the layout.

The New River Mine has a prominent location on the CM&N and is at nearly at eye level.



Ted Zieger—Hartford

This lock-in has added extra time for the layout. I was in the process of adding a new section and it has progressed a lot the last few weeks. On this section there will be a mining area and a lake resort town.



Picture 1 shows the start of the mountain area. Then comes Picture 2 with the mountains started. Picture 3 shows the canyon with the mine. Picture 4 shows where the lake will be and the cottages that I built to go around it. Picture 5 shows 2 buildings I built. Willy's will go by the lake and the Cigar store goes else where on the layout. (More pictures on Page 10).



Ted Zieger (continued from Page 9)

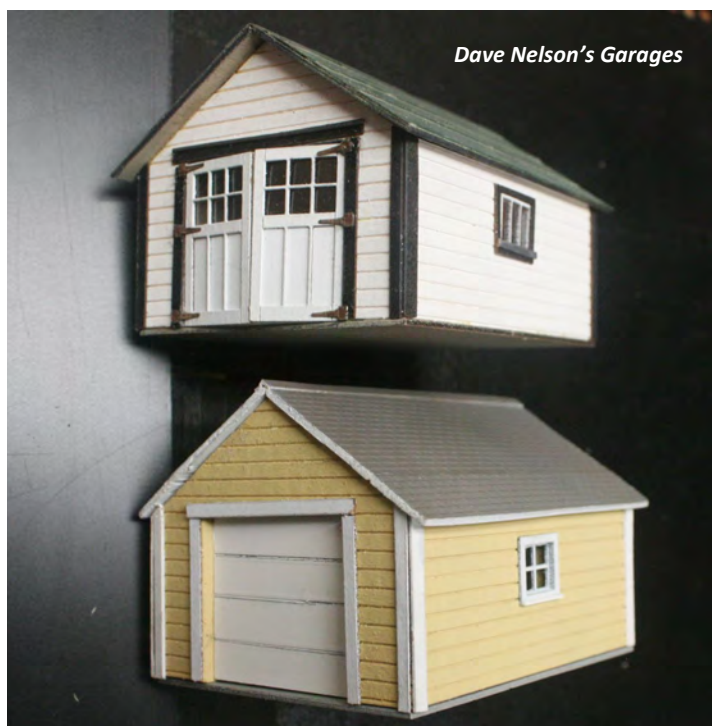


Dave Nelson—Fox Point

Over the years things like blizzards or winter holidays have always been good reasons for me to sit down and get some serious modeling activity started. This enforced "safer at home" restriction has been like that, only more so -- like one long blizzard! Fortunately I have a good stock of supplies and projects. For whatever reason in 2019 I got it in my head that I needed to kitbash several houses, one after another, two of which were fairly accurate models of houses in my home town that were near the tracks. I then moved on to other things but earlier this year I got to thinking "hey, every one of those houses had a garage. Someday I really need to build some garages." As I thought back I could think of only one neighbor with a two-car garage back then. So I bought some one-car garage kits.

Well "someday" arrived with the restrictions. Walthers packages two nice one-car garages (933-3796). One I built as-is, the other I elected to model with the garage door open but visible. Walthers included full interior stud and door detail so it lends itself well to this modification. Perhaps you can make out the interior studs in the photo. I also like the rafter tail detail on

the roofs. Then I tried the very different looking American Model Builders Laserkit 1920s era one-car garage kit (469). Some of our neighbors had garages with ornate hinged doors that looked like this more old-fashioned structure. I built one as per the kit instructions. Then I bought another (one of the last purchases I made before the Walthers Showroom closed to the public) and decided to update it with plastic parts: a roll-up door, modern windows, and a shingled roof. Working with wood again and trying to modify a laser-cut kit were interesting enough that this will be the subject of a "Frugal Modeler" column in an upcoming Midwest Region Waybill.



Andy Greco—Delafield

In 1965 The Milwaukee Road sent 5 RSC-2s back to Alco to modernize them. They emerged as RSC 2.5s, with RS 32/36 short hoods, and other modern Alco components.

This work in progress is just as much of a "frankenAlco"; Kato long hood and walkway/pilot, Life Like drive, and CMR products resin nose. Along the way I learned Smokey Valley is in business, one just has to email Larry and be patient. He provided the handrail stanchions. Detail parts are from Details West, Detail associates, Cal Scale (Bowser), Precision Scale, Custom Finishes, and KV Model works. All very much in business today.



Andy Breaker—Burlington

During the “Safer at Home” sequester I have been busy painting and decaling models for my traction layout. Here are some pictures of the models that I’ve been working on. All models were painted by me using Tru-Color paints. Decals for everything are a mix of Microscale, Customtraxx (traction modeling supplier), and Circus City.



Sacramento Northern Steeple Cab Electric.



*Sacramento Northern cabooses.
SN was a WP subsidiary.*



*Sacramento & Northern
Interurban Train*



Oregon Electric Interurban Train



Illinois Terminal Streamliner



Steve Miazga—Waukesha

Well, nothing like a good old “Safer at Home” order to change life in the retirement lane. No more railroad buddy lunches, no more weekly operating sessions with breakfast to start off the day, and no more browsing the shelves at your favorite hobby shop. Oh well, I guess we have to make the best of it and I made a point of balancing doing puzzles with, yard work, grocery shopping when we could, and working on the railroad.

In our last Owl Car I had mentioned that we should all make a list of what we wanted to accomplish. My list was pretty long. Many of the areas on my layout are over 30 years old. Buildings that had just migrated from one generation of the layout to the next. My old golf partner in Rhinelander was a railroader and loved to build kits. He gifted one to me and that building survived two physical moves and layout reconstructions but needed work. The loading docks were shot and the building lacked detail. I decided to destruct and reconstruct it with new docks and details including paint and weathering. Then I tied it in with an old Heljan (40+ years old) elevator and a new kit-bashed craftsman ice house to create a new industry with more switching. The two photos at the right show the loading and track work as well as the building front.

Then I moved on to the Wadham’s Oil & Grease bulk terminal. This is a scratch built structure that I had started three years ago and had never completed the detail work for the piping, vents, pump house and other items. The tanks and the shorty beer can tank car were about the only things that were not from scratch. The completed structure is shown in the third picture to the right.

Moving right along, I decided to complete some street lighting in two areas on the layout. I needed parking lot lighting in Rhineburgh for several buildings and street and parking lot lighting in Alister. I was able to use curbside pickup from Hiawatha Hobbies for the Woodland Scenics light poles and moved on to complete that project.

As noted before, most of my layout was completed nearly 20 years ago. I use ground foam for most of my scenery base including roads if they are not paved. The older unpaved roads on my layout were an earth tone which really did not offer a lot of contrast to the rest of the scenery (it was about the only choice then). A couple of years ago Woodland Scenics came out with a new product “Gravel”. I had used this on a new addition to the layout three years ago and the results were super. So I started adding gravel to the older dirt roads on the layout and am just about mid stream in this project.

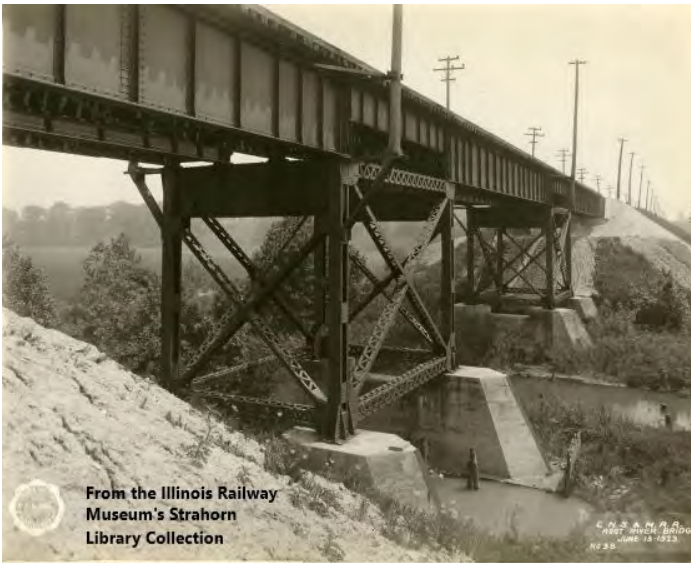
Finally, in one of those quiet moments when I was digging through my scratch build pile, I found two delivery truck bodies from some Classic Metal Works trucks that I had converted to other uses. I was always going to use these for something but didn’t have the right idea at the right time. Why not a flat car load? So, in the final picture you have a UP flat car with a load of new truck bodies destined for somewhere.

Sorry for the long winded story, but we invited all of you to participate in the stories and the result has been great. Stay busy with the railroad—I think we have more time to kill.



Mike Slater—Sturtevant

As noted in the Superintendent’s article on the front page, Mike has been busy scratch-building the North Shore Line bridge over the Root River. Shown are the picture of the prototype structure as well as some photos of Mike’s work on the construction of the model.



Metra’s New Heritage Schemes

Jeffrey Marker who serves on our Trainfest Planning Committee forwarded some great photos of the newest Metra Heritage locomotives. Most of the photos were taken by Mark Llanuza, the Official Metra Photographer and friend of Jeff. A big thanks to Jeff and Mark for sharing these great heritage photos with the WISE Division.



Railfan Time at Duplainville...

— Steve Miazga

I have a little railfan advantage that really has helped with this Safer at Home routine. I live about one mile from the Duplainville crossing of the CN and CP in Pewaukee. On a good weather day, Marjean Lane that parallels the CP mainline west of the crossings will have a half dozen cars with fellow fans. I don't take photos on a regular basis but had a couple of unique episodes that forced me to take some shots. Two days in a row the CP had trains pass through with fresh out of the shop SD70-ACU's on the lead. These units numbered 7000 to 7059 were rebuilds from their EMD SD9043MAC's which had been in storage. Ten of the units were repainted to commemorate the Canadian and US armed forces. The balance were done in the CP bright red with the "beaver" logo. Shown at right is number 7028, third engine in the lineup.

This train had an additional treat at the end of it. In tow were two private passenger cars which appeared to be under restoration. The CP observation car looked to be in full repaint while the UP baggage car was just spot primed.

A very special find was on April 6th. While waiting for the westbound Empire Builder late in the afternoon I found a ballast train stopped that I had never seen before. Doing some research I found out that it was a precise ballast dump train owned by Georgetown Rail. In the lead were two CP SD40-2's in the old 1985 Pacman logo scheme. The train consisted of the two lead engines, the ballast placement conveyor car and 10 plus loaded special ballast cars. A conveyor runs the full length of the train and the placement car has a boom that can rotate to place ballast anywhere within its reach. The inset photo shows the close connection of the conveyors between cars. You can find a nice video on You Tube which shows the train in demonstration operation. The link is:

<https://www.youtube.com/watch?v=DN31zMf7Cx8>



The Empire Builder was right on time but a little shorter. Since the virus "Stay at Home" order the train has only 7 cars plus baggage, which is now located at the end of the train.



More Railfan Action...

CN 3191 on the point at Duplainville on March 24th in the 100th Anniversary paint scheme. Bill Pfister photo.



No, you are not in Virginia. This run-through grain empty unit train hides behind evening shadows at Duplainville on April 21st. While it is not unusual to find CSX Power on CN or CP, seeing a complete trio in CSX colors is special. Steve Miazga photo.



From the Editor...

— Steve Miazga

Welcome to the first fully digital edition of the WISE Division Owl Car newsletter. The newsletter was always digital—it is formatted on a computer and always ended up on our website. Most of you were already receiving a copy or link to it from the Official Owl Car notification each month. What you may not have known is that we always had to struggle with the format, picture sizes and type sizes to make the material fit into an 8 page printed format for mailing. As of last month, the Board of Directors has moved to go with no printed and mailed copies, so now you have a digital newsletter.

What are the big changes? We will no longer be re-

stricted by the page count. You will see that this month we have 14 pages of great material. You will also note that the text and photos are larger. Hopefully this looser format will let you navigate the pages and articles easier. The new look is a work in progress, so watch for more new tweaking to follow.

Speaking of new items, you will see that we have added railfan photos to this issue. Hopefully this won't be a one-off item. If you have a great picture and want to share it, please send it to me at smiazga50@gmail.com. Make sure you include a sentence or two describing the shot (JPG format please).

Finally, if you have any ideas that can make this newsletter a better value for the members of the Division, let me or any other Board member know. And yes, thanks to all of you that submitted material for this issue. It was actually fun to put together!