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From Your WISE Superintendent...

— Mike Slater



Wow what an interesting year 2020 has been so far to date, well at least on the railroading front.....

Who would of thought that the Chicago Rock Island & Pacific Railroad would be reborn, and reborn in Mississippi..... This new short line operation started earlier this year on a branch spun off by the Canadian Pacific. The owner of this operation is a Rock Island Fan who went through the process of getting all of the trademark rights and corporate name of the Rock Island. To date he has painted two locomotives in the classic 1970's Rock Route Blue and White paint scheme. A third locomotive has been purchased and will soon be repainted also. Just to think how many times we have all dreamt that our favorite railroad could come back from the ashes..... for some it has.

On the preservation front, several historic railroad items are coming back to life; from the former C&O mallet now owned by the Western Maryland Scenic, to the Mark Twain Zephyr by the Wisconsin Great Northern. One can only wonder if a Yellowstone could be next.

Where does this leave the WISE Division. Ongoing Covid 19 concerns have forced us to cancel all in person sponsored events until the beginning of 2021. So what can we do as a division in the meantime..... I have created a ZOOM video conferencing account for Division use. Until the end of the year we will have all of our membership meetings in a virtual format via ZOOM. I have a little bit to learn on the usage of this software, but I will be hosting an open chat once a month so Division members can communicate with one another.

I have also been in communication with the NMRA-X

team. They will be helping us with the technical ends for Trainfest-X, our virtual replacement for the 2020 Trainfest show. Currently we are looking for people to do on-line clinics, if you are interested please let me know. Besides clinics, we are also looking for video clips of home and club layouts that will be played during this event.

If you have any ideas regarding events we could host for our membership, please let me know.

Thank you,

Mike

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

— Dennis Janssen

5 Ways to Fresher Breath in the Morning

Love waking up to the smell of coffee? Think twice before you reach for a cup! Your daily dose of Joe — and other habits that can easily escape your notice — could be giving you a bad case of morning breath. But fear not! Bad breath, or "halitosis", doesn't have to ruin your day. Nip the problem in the (taste) buds by giving these simple tips a try:

1. Cut the caffeine.

Coffee isn't the only beverage in town that can leave your breath less than fresh. Gulping down certain teas and energy drinks for a morning buzz may result in bad breath if they contain caffeine, which can inhibit the production of saliva. When the mouth is too dry, it allows oral bacteria, the main purveyor of halitosis, to flourish. To jumpstart the mind and body without this unpleasant side effect, turn to morning stretches and a refreshing smoothie or citrus-infused water instead. If you have to consume caffeinated beverages, be sure to hydrate with multiple glasses of water.

2. Stop smoking.

Besides putting you at risk for lung cancer, smoking cigarettes can stain your teeth and cause your breath to smell bad, dealing your oral health a double whammy. From the combustion of chemical additives to the tiny smoke particles left in your throat and lungs, it's almost inevitable that your breath ends up tasting and smelling stale. If you feel the urge to take a puff in the morning, distract yourself by doing light chores, or going for a quick walk. Obviously, a smoking habit may cause a more chronic breath problem, so quitting cigarettes and other forms of tobacco is your best bet for a more permanent solution.

3. Don't skip breakfast.

Pass on the coffee and cigarettes, but eat breakfast — and a nutritious one at that! After a long night's sleep, your mouth could benefit from a boost in saliva production, and a good meal is the perfect way to do it. Grab an apple for its high water content and crunchiness, both of which can help cut down on odor-causing bacteria. Yogurt and eggs can also promote saliva production while giving you a healthy serving of calcium and vitamin D. Get creative, but be selective, as some of your favorite breakfast foods may include not-so-breath-friendly ingredients such as garlic or onions.

4. Do a better job of brushing and flossing.

You're running late, but if there's one thing you should-

n't rush, it's your morning dental routine. From stuck food particles to gingivitis and even nasty tonsil stones, it all adds up to one major case of halitosis if left unchecked. For mornings where standard brushing and flossing doesn't seem to do the trick, get a deeper clean by scraping the gunk off your tongue and gargling with mouthwash. If you find yourself flying out the door and forgetting about your oral hygiene frequently, keep a travel-sized dental kit in your bag or at the office for convenience.



5. Check (and change) your sleeping habits.

More often than not, bad breath is noticeable the moment you wake up. The problem may not be what you eat or drink, or even how you brush and floss. Instead, it could be how you breathe during your sleep. Breathing orally throughout the night can quickly turn your mouth into a haven for oral bacteria, resulting in a parched sensation and an unpleasant odor. Depending on the severity of the situation, your dentist may recommend surgery, but something as simple as having a glass of water, sugar-free lozenge, or a humidifier on hand at night can help keep your mouth moist.

Let Your Dentist Have a Look

In some cases, morning breath that persists despite your efforts to remedy it may signal something more serious, from cavities and tooth infections, to diabetes and liver and kidney problems. Play it safe by seeing your dentist. He or she can help you determine and treat the root cause more efficiently, and provide you with a personalized treatment plan to rid yourself of the problem for good.

Sources:

Borrelli, L. (2014, November 28). *Your Morning Breath, Explained*. Retrieved June 1, 2015 from <http://www.medicaldaily.com/your-morning-breath-explained-what-causes-it-and-how-you-can-treat-it-312046>

Dove, L. (n.d.). *10 Tips to Cure Bad Breath*. Retrieved June 1, 2015 from <http://health.howstuffworks.com/wellness/hygiene-tips/6-tips-to-cure-bad-breath.htm>

How to Get Rid of Morning Breath. (n.d.). Retrieved June 1, 2015 from <http://www.wikihow.com/Get-Rid-of-Morning-Breath>



Upcoming Division Events

- September 26, 2020—WISE Division RPM Meet**
In person event cancelled—Watch for possible virtual
- October 18, 2020—WISE Division Meet**
Watch for news on a Virtual Division Meet at 1:00 pm
- November 14-15, 2020—Trainfest X**
A virtual event will replace our cancelled show
- 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
superintendent@trainfest.com, 262-515-3623
- Andy Breaker—Assistant Superintendent
asst.super@trainfest.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
ap@trainfest.com, 414-327-1666
- Mark Hintz—Director
markh@trainfest.com, 414-745-4613
- Burnell Breaker—Video Library Director
videolibrary@trainfest.com, 262-939-9193
- Art Oseland—Bus Trip Director
bustrips@trainfest.com, 414-764-5375
- Steve Miazga— Director & Owl Car Editor
owlcar@trainfest.com, 262-894-6411
- Ted Zieger—Contest Director
contests@trainfest.com, 262-247-6946
- Andy Greco—WISEops Director
nmrawiseop@gmail.com
- John Hagen — Layout Tour Director
layouts@trainfest.com, 262-385-4450
- Harry Grieshaber—Clinic Director
harryg@trainfest.com, 414-915-2102
- Jim Hebner—Webmaster
website@trainfest.com, 937-207-0163
- Open - Membership Director



Upcoming National And Regional Events Of Interest

- May 20-23, 2021—Midwest Region NMRA Convention**
Rockford Railway Convention—175 Years of History
Rockford Holiday Inn, Rockford, IL
www.mwr-nmra.org
- July 4-10, 2021—NMRA 2021 Convention—Santa Clara**
Santa Clara, CA
www.nmra2021.com
- May 18-22, 2022—NMRA Tri-Region Convention**
“Indy Junction”, Marriott East, Indianapolis, IN
www.mwr-nmra.org

Historical Society Meetings

- October 8-11, 2020 — Missouri Pacific Historical Society**
2020 Convention, Branson, MO
www.mphs.org
- September 8—11, 2021—Soo Line Historical & Tech. Society**
2021 Annual Convention
Holiday Inn, Manitowoc, WI
www.sooline.org

Meetings Pending

- Burlington Route Historical Society**
2021 Annual Convention, St. Louis, MO—Check Website
www.burlingtonroute.org
- Chicago & North Western Historical Society**
2020 Mankato Convention Cancelled—Check Website
www.cnwhs.org
- Great Northern Railway Historical Society**
2021 Convention, Willmar, MN—Check Website
www.gnrhs.org
- Green Bay & Western Historical Society**
2020 Annual Meeting Postponed—Check Website
www.gbwhs.com
- Milwaukee Road Historical Association**
2020 Elgin Convention Postponed—Check Website
www.mrha.com

Video Library Update

— Burnell Breaker, Video Librarian

With the switch from in-person to virtual meetings, it will be a bit difficult in the near term checking out items from the Video Library. Those of you who have Division DVD's, hang onto them until we can again meet in person.

I am hoping to have DVD's from our VHS tapes available when we resume meeting again.

Visit to the Northwoods

— Burnell Breaker

July 16 my wife Sue and I headed north to Rhinelander for a weekend vacation. When we got to Rhinelander we stopped by the Pioneer Park Historical Complex. After being greeted by the Hodag and walking through the historical buildings we got to the trains on display, along with the Soo Line depot and model railroad display in the basement of the depot. They are presently cosmetically restoring the narrow gauge steam locomotive and passenger car which were used by a local logging railroad.

The next day we drove to Laona to ride the Lumberjack Special steam train to the Connor Lumber Camp 5 Museum, which I had last been there 48 years ago with my sister and grandparents. Not a very long ride, but a fun one behind a 1916 built 2-6-2 Prairie type steam locomotive. We had a fun time and brought back memories walking around the logging camp museum.

A couple weeks ago a Union Pacific track maintenance train came through Racine on a Sunday afternoon. It moved very slowly and seemed to be grinding the rail surface as it went. The train was not very long, but because of it's very slow speed, it had many of the north side crossings blocked. Check out the picture at the bottom of Page 13.



Hodag welcome!



Pioneer Park



Narrow Gauge "5 Spot" ready for new paint



Rhinelander Museum Model Railroad



All Aboard!!!!



Camp Five—Laona

Jim's Tips & Tidbits...

— Jim Kelly

Reining in the Runaways

This summer I've been dividing my railroad time between trying to finish the layout (i.e., the structures, scenery and all that), and trying to improve the performance. Sometimes these goals intersect and to complete a project or solve a problem you have to do some of both .

A case in point: I was experimenting with switching the four tracks that service my Monolith cement plant and discovered I had a major problem. Two of the tracks were on grades steep enough that cars spotted there wouldn't stay put and would start rolling, gain speed, jump over the track end bumpers, and crash into the cliff beyond. To quote Yoda, "This a way to run a railroad is not." On a real railroad you could have just tied down the brakes. It might even have been advantageous, as you could load or unload a car and then use gravity to move it out of your way. In N scale I didn't have that option.

I had intended for these tracks to be level, but must not have checked when I was laying the track. The end of the spurs was only 1/4 inch lower (about three scale feet), but that was more than enough. Now was a heck of a time to be finding this out, as the track was already ballasted and the area around it scenicked. All the options I had were going to be destructive. Finally I settled for freeing the track from the roadbed with a palette knife and shimming it level with wood and plastic bits and pieces, using a small torpedo level. Then I had to use Sculptamold to bring the scenery up to match with the new track level. After that came painting the raw Sculptamold and patching up the ballast. All this was a lot of work with a result that only I will appreciate. The operators will never know that there was a time when their cars would have run off into the rocks.

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Please send any comments, information, or editorials to Steve Miazga, the Owl Car editor, via email: owlcar@trainfest.com.

Out West Railfanning

Board Member Andy Greco had the opportunity to do a little railfanning and history chasing this summer in Montana and shared a couple of teasers with us. If we continue with virtual meetings, maybe we can get him to do a slide show clinic from his trek.



Below is a picture from his hike through Sluice Box canyon on an old Great Northern right of way. Andy's photos caught a lot of history and extensive remains, etc.



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, September 9th at 7:00 pm.

Attendance on the conference calls is limited to 25 participants. If you are not on the Board and want to listen in please email Mike Slater at superintendent@trainfest.com.

“Willmering’s Wanderings”—Railfanning and Travel

Mark Willmering makes a point of including trains in his travel planning, and he does a good job of it. Enjoy a few pictures from a trip he and his wife took to Alaska, as well as a trip to Duluth he took to chase some live steam action on the North Shore of Lake Superior on the Lake Superior Museum of Transportation excursion line.

Alaska Railroad GP40-2 #3011 Departing Anchorage at 8 am for Whittier, AK , June 2019



Duluth & Northeastern Consolidation #28. August 2018, between Duluth and Two Harbors, MN.



White Pass & Yukon 109 and 114. Leaving Carcross, YT for Skagway, AK June 2019. 109 is a RSD39 built in 1971 and 114 is a Bombardier DL535W built in 1982.

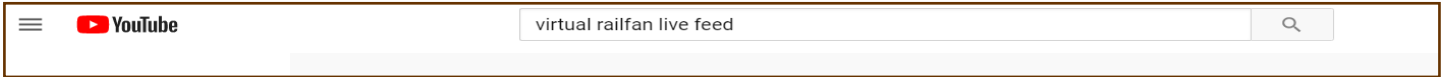


Railfanning From Your Sofa

— Dennis Janssen

I certainly hope you have all been keeping busy during this unanticipated pandemic. Myself, I have tried to find several diversions so as not to get bored doing one thing.

One of my new found passions has been Virtual Railfan on YouTube.com. All you need to sign up for YouTube is a free gmail.com account. You can get one here www.gmail.com if you don't already have one. Simply type in Virtual Railfan Live Feed in the search box at the top of the YouTube.com page.



You will soon find live video feeds from all over the country and world.

My favorite is Barstow, CA because I have been there. There is a fair amount of traffic, the camera zooms from a distant shot like this one to a close up of the tracks in front of the Harvey Station.



The Horseshoe Curve (photo below) is a little disappointing. I have seen some trains pass by but mostly the roof of this building and some picnic tables. Earlier, in the spring, I had seen some snow storms.

Virtual Railfan - Horseshoe Curve - Altoona, PA 2015-05-16 13:25:16 EDT 1747 kb/s



Norfolk Southern westbound mainline heading to the summit.

Continued on Page 9)

This is a BNSF switching and classification yard in Belen, New Mexico. There is always action going on here and you can still see a few classic Santa Fe units in the blue and yellow warbonnet paint scheme.



The Santa Fe Junction in Kansas City, MO is kind of interesting with the Union Pacific taking the bridge over the BNSF tracks.



Shown at right is La-Grange, KY where the train runs through the middle of town. No, the train does not stop for a red light.



(Continued on Page 10)

Deshler, Ohio where this is not just a crossing, but also functions as a four way wye!



Another web cam in the Kansas City, MO area. I have witnessed real train operations on the right hand side of the video. Too bad I did not have a switch list to follow along.

Paradise, PA – The live stream shows tracks with catenary. Some day I hope to see some electric traffic on these tracks.

The tracks in the lower left are the interchange tracks with the Strasburg Rail Road. A road trip visit to this spot would make a great vacation.—Ed.



(Continued on Page 11)



Who does not love Tehachapi? This camera is placed on top of a mountain, I believe. Fantastic train watching.

San Juan Capistrano, CA is a stop for the Surfliner for all you passenger train fans.



There are many other videos, both live and recorded that are available. Try typing Netherlands rail videos. The camera is atop a WWII memorial showing a high speed train crossing. There is a light that begins flashing about 10 seconds before the gates go down. The gates go down about 30 second before the high speed train. The gates stop traffic not only on the roadway, but smaller gates stop bicycle traffic. I think you will find it interesting.

As I said, there are many videos. Be sure to read the descriptions to find the ones that are live. On my Smart TV, I see a red line at the bottom of the preview with the word LIVE in red in the lower right hand corner. The still pictures I have posted do not show this.

Take a Tour of the Iowa Traction Railroad

— Andy Breaker

I recently took a railfanning road trip with a couple of friends to the Iowa Traction Railroad in Mason City, Iowa to photograph the last operating interurban freight railroad in the US.

The IATR is a ten mile long railroad that runs between Mason City and Clear Lake, Iowa. However, they only use about six miles between Mason City and Emery, which is where the maintenance facility is located. The remaining four miles between Emery and Clear Lake is currently being used for car storage. The railroad moves a lot of grain, soy beans, ethanol and other commodities with two freight interchanges in Mason City (called Clear Lake Jct.) - both the UP and CP. Four Baldwin-Westinghouse Steeplecab Freight Motors keep the freight moving. They also have a North Shore Line Interurban Coach stored in the car barn at Emery. Enjoy some pictures from our traction viewing trip.



Duplainville Action...

One of the SD90 rebuilds to a SD70ACU is shown in the classic CP Heritage paint scheme from the early diesel era. This shot was taken in early May on the CP Main in Duplainville but the locomotive has been seen in the area throughout the summer.



CN Yard Duplainville—What was the paint budget for this job?



Something different on the CP at Dupy. Lunda Construction working on drainage projects in Pewaukee.



Union Pacific MOW Train in Racine

(From Page 4)



Work'n on My Railroad...

In our May issue we featured articles noting what our members had been working on while ordered to Stay at Home. Most of us have had our normal life changed quite a bit this summer with all the cancellations and concerns related to Covid 19. So we did a call out to get some updates on your modeling or other railroad activity. See what folks have been up to in the next pages of the Owl Car.

Gregory Haacke

Part 2—Summer Model Railroading

Being retired like many model railroaders, the virus has affected my ability to see friends in the hobby, be able to get out in the public and spending time in the local hobby shops. Besides working on my CM&N model railroad, I've found numerous other ways to keep busy during these long days in what seems like basement solitary confinement. Here's a short recap of my recent railroading activities, other than actually time spent working on the layout.

I like many others enjoy the Du Plainville, Wisconsin diamond area that most of you know is liked by rail fans because this is where the CN mainline crosses the CP mainline tracks. Train activity can be watched along the right of way on a nearby county road with ample parking. On one beautiful day my wife wanted to do some errands and we ended up near Du-Plainville and she offered to stop and wait for a train or two to pass. Arriving at my favorite viewing spot there were at least 10 other cars with rail fans of various ages. We were lucky and in a short matter of time the Hiawatha made an appearance on its journey westward. Rail fanning can help pass the days along.

Many of my favorite Model Railroader magazines and "How to Do It" books are kept in my computer console for easy access to read when time permits. Several days ago I discovered the December 1991 issue of Model Railroader that I kept for several important reasons. This issue is one of my all time favorites, not counting issues with John Allen and his Gorre & Daphetid. This 1991 issue has an article on Milwaukee's Indian Head Lines, a large model rail club layout once located in the rear of Walther's building. My visits to this club was my first exposure to a large model railroad club and I often watched the trains operate and I started thinking that maybe someday I would join the club and become a member.

This same article has a photo of Peter Collins at the layout's dispatcher's desk and on one of my visits to the club Peter took the time to explain his duties as dispatcher as he controlled train movements on the Indian Head Lines. It was sad that Walther's needed additional space and forced the club to unfortunately dismantled the layout. This issue 1991 of Model Railroader along with a blue, covered hopper lettered for the Indian Line are my lasting memories of the club.

This issue also has an article on George Sellios' layout the Franklin & South Manchester called "It's the little things that Count". I'm finding that its true that details make the layout come alive and I been reading every Sellios article I have to get additional detailing ideas for my CM&N layout. I keep notes on the items of interest found in these articles.



These log piles, the loose ties, the yellow flower planting (which marks the location of an under track KD uncoupler), spilled ore between the tracks and the strung utility poles are small details that are important features of the layout.

Keeping busy doing more and more weathering of locomotives and rolling stock using acrylics, Pan Pastels and oils to obtain the desired effects. Recently completed is an older Proto 2000 SOO GP38-2. I wanted a real rust bucket and that's was the result I achieved.



Here's the weathered SOO locomotive #4436 passing through a busy siding on the CM&N. The MNS box car is a weathered Athearn BB upgraded with metal wheel-sets, Kadee #158 couplers and some light weathering.

(Continued on Next Page)

Gregory Haacke continued

I find inventories of my motive power and rolling stock are important ever since I purchased a Proto C&NW SD-7 #1663 and when I arrived home found that I already had the same locomotive. Since then inventories were developed using simple Excel spreadsheets with a column to add remarks and help keep track of normal maintenance that locomotives require and updates to rolling stock. I've been spending the bulk of my time updating the inventories, keeping track of my equipment.

On a visit to TrainFest many years ago I watched a long unit train run on a modular layout. I was so impressed with the train that I was determined to have one of my own. A trip to Upper Michigan and spotting the numerous ore cars, sealed my decision that I would begin to collect 100 ore cars for my own unit train. I purchased ore cars when ever I saw a bargain and never kept track of how many ore cars I had purchased. When I did my inventory I was surprised to find that I had over 300 ore cars! Approximately 60 ore cars so far have under-gone updating with metal wheel-sets (if necessary), adding Chooch ore loads with Woodland Scenic's ore added to the Chooch loads, Kadee couplers and weathering.



The ore cars started out as black, undecorated Round House models. Weathering, the ore loads, couplers and some patches to the cars sided completed the models.

In that same 1991 issue of Model Railroader Walther's advertised the arrival of the Walther's models of the Fairbanks-Morse's H10-44 diesels. I must admit that I left work in the early afternoon to rush to Walther's to purchase one of the new diesels in MILW colors. Soon I purchased a second MILW H10-44 in Silver and Orange. Since converting to DCC, these DC models sat for years hidden in storage boxes due to the models having massive weights that requiring milling in-order to install DCC decoder(s). Reading this issue made me recall having these

two fine locomotives and with the newer N decoders, milling may not be necessary to convert to DCC.



The New River Mine on my CM&N layout is located at the highest point on the layout. Since the position of the turnouts can not be seen by the locomotive engineers, the lights over the loading bays tell the engineers how the turnouts are set for bays and change color when the turnouts are operated. These turnouts like all but one turnout on the CM&N are controlled remotely by Tortoise switch machines.

Model railroading doesn't always mean you should be working on the layout. Like me, you can find many other activities related to model railroading and the real 1:1 trains to keep you busy. -Greg

Dave Comina

I retired in March only to be told I had to stay home! Geez..., a forced vacation and I just happen to have a neglected (life and work) layout (BN Road) in the basement!

I spent the last 4 months adding on to the layout and I just need some wiring to get running again! Added a 4 track passenger staging yard, REA and Icing agencies at Aurora, upper deck loop connection, 2 passenger junction tracks, a 5 track passenger and 4 track freight Lindsay yard, 2 steel North Shore viaducts, a Bay St./KK Ave. area with Medusa Cement, Midwest Hiawatha, KK drawbridge, CP (Milw) SwingBridge and the USS Cobia that was moored by the Coast Guard Station next to South Shore Yacht Club and a road bridge east out of Union Station.

I've added 2 more TrainPower 5 cabs, 2 Crest radio cabs, 3 Clark gas stations, a Burger Chef and REA/Post Office-buildings at Allis. Oh Yeah, War of the Worlds ships attacking US tanks! 3D printed NS ElectroLiner and catenary towers, conveyor for Medusa cement, Tews Cement Yard buildings. A hidden 6 track ore/coal/oil/stock car yard and block occupancy is next.

(Continued on Next Page)

Dave Comina Continued

Here are some pictures Dave provided illustrating the tremendous amount of work he has done this summer. —Ed.



Lindsay Yard
& Leads



CB&Q Junction



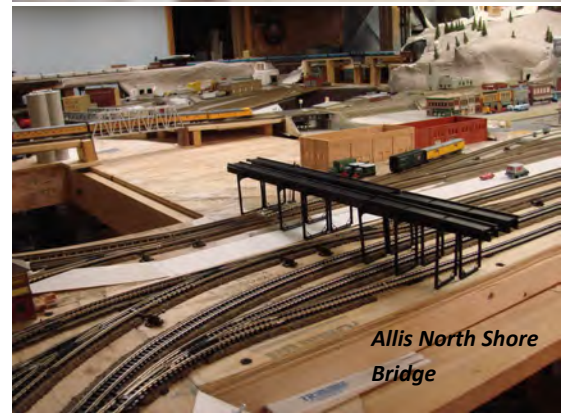
New Aurora Yards REA Ice Addition



CP-Milw Swing Bridge



Aurora North Shore Bridge & Electroliner



Allis North Shore
Bridge

Chasing the MMR...

— Steve Miazga

Many of you may know that I am working on my last certificate for the NMRA Master Model Railroader (MMR). I don't know if it is procrastination or just plain avoidance of the toughest achievement, but regardless, that is where I am at this time.

My last certificate is Master Builder Cars. Now I am an N Scale guy, and after much coaching and guidance from some fellow modelers, I have decided that all of my cars will be HO Scale, that is except the one I just completed and received a Merit Award for it. The Burro Crane shown in the photo to the right was a gift from my wife last Christmas. It was a Railway Express Miniature soft metal kit. In order to meet the requirements of the



award, I had to completely build the undercarriage from scratch. The wheels and couplers were Z Scale, and a lot of extra detail was added to the boom and clamshell bucket. The good news is that it is done and I have moved on to the next project.

Master Builder Cars requires you to build eight cars. Four need to be from scratch, and the others can be super-detailed kits. One also needs to be a passenger car as defined by NMRA. Four of the models need to gain a Merit Award in judging as well. As for me, I will be busy the next couple of years and hopefully it will have a good ending.

If you are interested in pursuing an NMRA award, reach out to our WISE Achievement Program Director, Gary Children. His contact information is on Page 3.