

October 2020

From Your WISE Superintendent...

— Mike Slater



For the past several months I've been working on trying to find an "easy to use" application for us to have our Divisional meets online. I had looked into several different applications and the one that seems to best fit our needs is a program called "Zoom". It seems like every NMRA Division and Region is now using this software for their meetings. Our Division has now pur-

chased a year subscription to Zoom and we will be using it in several different ways:

1. BOD meetings
2. General Membership Meets
3. Membership get-togethers

Since March, our virtual BOD meetings have been using an online conference program that my employer uses, however there was a limitation on how many people could join into the call. This would not work for a General Membership type meet so I started to look for different options. Last spring I was invited to take part in a Wisconsin Chapter of the NRHS meet. They were using Zoom and had over 40 people call into the program. There are some limitations to using Zoom—streaming a video of a moving train does not work well as it will be choppy; however a PowerPoint file was no problem using still images. I have also been learning a new software called OBS Studios. This software will allow us to link a Zoom call and other programs so I can stream that over the internet using Facebook Live or YouTube Live. Also, OBS will allow us to save a video file that we can upload to YouTube. I will soon be creating a Division YouTube channel that these videos will be uploaded to for viewing by our members.

On Saturday Sept. 19th our Division was invited to partake in a joint Division conference call on Zoom. By the time I received the meeting information it was only a few days before the date of the event, however I did stream this meeting on Facebook, and the meeting will soon be available on our Division owned YouTube page. Notices for future meetings like this will be emailed out to our membership and I will also have them

added to our webpage.

For our General Membership Meets and Membership get together calls we will be emailing out a link via our email software. The General Membership meets will be like our in person Meets we have at this time of the year. A few clinics will be shown, either pre-recorded, or live, however the membership get-together calls will be a conference call where we can talk with one another, ask questions about projects we are doing, and maybe even have a laugh or two. The links to these calls will also be emailed out to the membership.

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

— Dennis Janssen

Bathroom Remodel Costs: 5 Ways You Can Save

If the thought of remodeling your bathroom puts stars in your eyes, the price tag may quickly bring you back down to earth.

To keep your budget from going down the drain, prioritize the upgrades, keep the same layout and do some work yourself.

Americans typically spent \$5,500 per bathroom remodel in 2017, according to a U.S. Census survey of homeowners. A remodel is defined as a job that makes substantial changes to a room but stops short of building or tearing down walls. A major renovation, on the other hand, typically set home-improvers back \$10,000, according to the same survey. In yet another source, Remodeling magazine suggests a midrange bathroom remodel costs about \$18,500, on average, according to its analysis of remodeling software estimates.

Obviously the cost of a bathroom remodel is hardly set in stone and difficult to estimate. It can depend on where you live, your bathroom's size, how significant your changes are, your choice of fixtures and materials, the contractor you hire and whether permits are required.

Knowing costs in advance — and how to keep them under control — is the best way to keep bathroom remodeling dreams from flushing your budget down the drain.

Breaking down the cost of your bathroom remodel

In a breakdown of bathroom remodeling costs, the biggest single expense is labor: Around 20% of the total price pays for professionals to tear out old elements and install new ones, according to the National Kitchen and Bath Association.

You could do the design and installation yourself, but you'd better be sure you have the know-how. Professionals have education, skills and experience that will help keep your project on track by avoiding mistakes and dealing with hidden problems that can emerge during a renovation.

Around 20% of the total price pays professionals to tear out old elements and install new ones.

"We know common pitfalls and can point out opportunities for immediate improvement," says Tennille Wood, CEO and principal designer at Beautiful Habitat in Denver.

Large pieces like cabinets and vanities are the second-biggest expense in a bathroom remodel, at approximately 16% of the total cost; followed by tubs, toilets and other fixtures at 15%; and faucets and plumbing materials at 14%.

How to plan your bathroom remodel project

Determine the goal: When remodeling a bathroom, set your sights on added comfort and functionality, not just resale value. The average bathroom remodel recoups just 64.8% of its cost in increased home value, according to Remodeling magazine's most recent Cost vs. Value report.

With that in mind, decide whether you need a simple refresh or a full remodel to achieve a practical, attractive result. Painting, resurfacing cabinets and adding a modern light fixture can make a bathroom feel new without breaking the bank. But if your bathroom is poorly laid out or badly outdated, a full remodel — overhauling everything from the shower to the flooring — might be the right way to go.

Have a wish list and a must-have list.

COLIN SHAW, OWNER, SHAW REMODELING

Create a budget: "Have a wish list and a must-have list," says Colin Shaw, owner of Shaw Remodeling in Niantic, Connecticut. First, price non-negotiable elements. Once your list is solid, get an estimate of installation costs from several potential contractors. Soon you'll have a rough idea of what the total project will cost. If there's still room in your budget, take a second look at wish list items to see what else can be included.

Do your research: Some homework is required to find the best pros and materials for your budget, Wood says. For instance:

- Read reviews of products and professionals.
- Ask contractors about similar projects completed; did they finish on time and within budget?
- Request customer referrals and contact them about their experience.
- Contact your local building department or state consumer protection agency to verify pros are bonded and licensed (if required) before you hire them.
- Be sure your contractor — and any subcontractor — has current personal liability, worker's compensation and property damage insurance.

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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, October 14, 2020 at 7:00 pm.

If you are not on the Board and want to listen in please email Mike Slater at superintendent@trainfest.com.

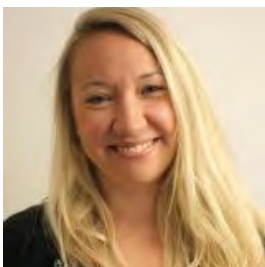
From the Paymaster... *continued*

It may seem like a lot of research before starting a remodel and hiring someone, but this can make all the difference in a successful project, Wood says.

Tips to make your bathroom remodel affordable

- **Prioritize improvements:** Can't fit all the must-haves in your budget? Think of your bathroom remodel as a work in progress rather than an all-or-nothing project. Replace broken or inefficient elements first, and move on to others as money becomes available.
- **Don't move things:** Maintaining the bathroom's basic layout will definitely save money, Shaw says. Moving the tub, shower and especially the toilet requires complicated plumbing changes that bump up the price.
- **Take smart shortcuts:** It can be cost-effective to buy materials yourself, then hire a contractor to install them. Additionally, "many designers offer 'design-only' services," Wood says. "This means they'll design the space for you, but you can purchase all of the materials on your own and work directly with the general [contractor] or subcontractors."
- **Opt for affordable alternatives:** Flexible expectations can yield big savings, like choosing stock fixtures over custom pieces and vinyl plank flooring over tile, says Helly Duncan, owner of Design Matters Inc. in Louisville, Colorado
- **Do a little DIY:** Even if the handiest thing you've ever done is assemble an Ikea bookshelf, you may be able to reduce costs by tackling some aspects of the remodel yourself. Painting is a time-consuming but easy task, for example. Opt to do it yourself and you could save up to \$1,000 depending on the size of your bathroom, Shaw says. Likewise, removing old fixtures before the contractor arrives could save hundreds in labor costs and disposal fees.

About the author



Beth Buczynski

Beth Buczynski is a mortgages editor at NerdWallet. Her work has been featured by The Associated Press and Money magazine, among others

Read more on this subject at [NerdWallet.com](https://nerdwallet.com).

Metra Rolls Out Another Heritage Unit

The latest repaint of a Metra locomotive in a heritage scheme memorializes the Chicago and North Western. The paint crew did a great job in capturing some of the unique details from the older "E" units used in Chicago commuter service. The photo was taken by official Metra photographer, Mark Llanuza and forwarded to the Owl Car by Jeff Marker.



Mark Llanuza photo.

End of the Line at Duplainville

There has been a lot of construction this summer on the Canadian Pacific main in and around the Duplainville crossing of the Canadian National main. Drainage projects, signal work, and the final removal of the now out of service interchange track that had connected the two mains.

Here is a photo taken in late August showing the removal of the track south of Green Road in Pewaukee. The CP has created a larger MOW staging area between the old interchange maintenance road and the two mains using the ballast and fill material from the old interchange track road bed.

Material arriving lately seems to point to a complete rebuild of the diamond crossing with new prefabricated panels. We will have an update on this project in the November Owl Car.



Removing tie plates and spikes with a magnet in the background. Tie removal in the foreground.



Upcoming Division Events

October 9, 2020—Division Membership Chat

Virtual Division Fellowship Meeting via Zoom at 7:00 pm

October 18, 2020—WISE Division Meet

Virtual Division Annual Meeting via Zoom 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 (This may be a virtual event)

- **February 20, 2021—Annual Mad City Train Show Bus Trip**
(Decision on the 2021 show is currently under review)

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



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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.mopac.org

June 17-20, 2021—Milwaukee Road Historical Association

2021 Convention, Holiday Inn & Suites Chicago Northwest

Elgin, IL www.mrha.com

August 6-8, 2021—Missabe Railroad Historical Society

www.missabe.com

September 8-11, 2021—Soo Line Historical & Tech. Society

2021 Annual Convention

Holiday Inn, Manitowoc, WI

www.sooline.org

September 18-21, 2021—Great Northern Railway Hist. Society

2021 Convention, Willmar, MN

www.gnrhs.org

October 7-10, 2021—Burlington Route Historical Society

2021 Annual Convention, St. Louis, MO—Check Website

www.burlingtonroute.org

Meetings Pending

Chicago & North Western Historical Society

2020 Mankato Convention Cancelled—Check Website

www.cnwhs.org

Green Bay & Western Historical Society

2020 Annual Meeting Postponed—Check Website

www.gbwhs.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.

Chasing Big Sky Railroad History

— Andy Greco

Each year my Milwaukee Road obsession takes me west to Montana to hike sections of the old grade, and other recreation the Big Sky state has to offer. This year's trip was suddenly changed at the last minute and not having land owner permission to hike the private sections of the Milwaukee right of way for a whole week, I looked elsewhere. The outfitter I use suggested backpacking in Sluice Boxes State Park, about 45 minutes southeast of Great Falls. After a small amount of research, I got a permit online and made it part of the trip. What I did not realize is that the trail follows an old Great Northern branch line that was abandoned in 1945, and a surprising amount of remains exist throughout the hike. The views were spectacular, the water amazing (and COLD), it is a hotspot for trout fisherman, and there were few bugs! Here is a link to the trail map:

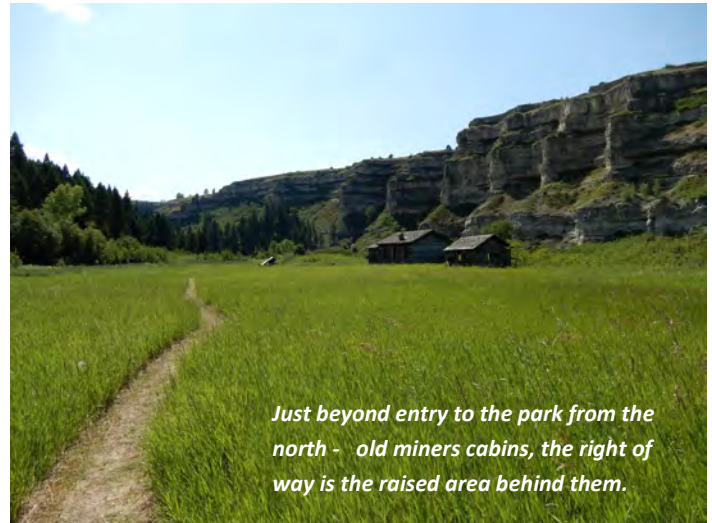
http://fwp.mt.gov/export/sites/FwpPublic/gisResources/visitMaps/parks/Sluice_Boxes_Trail_Map.pdf

Each number on the map represents a stream crossing - in some places it was up to my crotch - and swift. I found myself using my hiking pole to prevent from tipping over in the current. Here is a link to an article about it, including some of the railroad history:

<http://fwp.mt.gov/mtoutdoors/HTML/articles/2006/slucoseboxes.htm#:~:text=Hill's%20Great%20Northern%20Railway>

For the Great Northern fans out there I'd be curious to learn more about the history of this line. I do know it was a branch constructed to serve mines, including some in the park. I must have been an undertaking to construct and maintain this line on the rock walls of the canyon. Glad I ventured there, it is an unforgettable place.

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Just beyond entry to the park from the north - old miners cabins, the right of way is the raised area behind them.



Above, the old grade hugs the sides of cliffs, with the river 50 - 100' below. Shown below, the tie remains, but a mature pine has grown up into the edge!



In many places one walks on the ties—they were not removed.



Chasing Big Sky Railroad History... *continued*



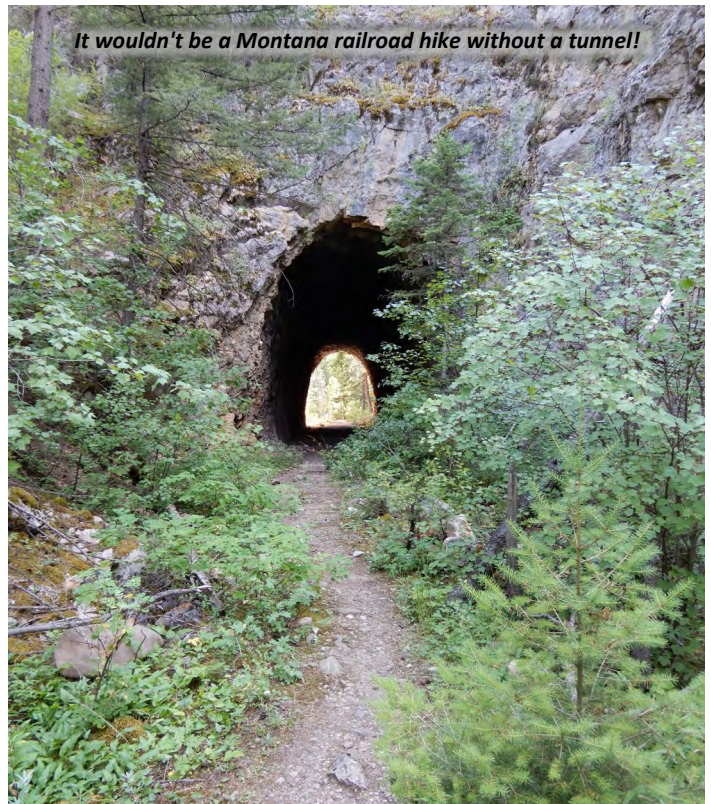
The right of way is the trail on the left, there was one of numerous bridges/trestles here. Typical view - gorgeous



Remains of trestle bents, the trail descends and one walks along side the base of these for several hundred feet.



I camped at the flat area beyond the concrete bridge piers, this is crossing 5 on the map I shared a link to.



It wouldn't be a Montana railroad hike without a tunnel!



My go anywhere rental truck camper in Lombard - more on this in a future Milwaukee article.



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

The Frugal Modeler Thinks Out Loud

— David Nelson

Railroad tracks tend to be ballasted differently in yards versus main lines. On the main the ballast has a slight arch from the center of the track outward, so that the ballast almost and sometimes does reach the top of the tie's center between the rails, but the ends of the ties are partly exposed. This slope is for the all-important drainage purpose. And the main needs ballast that securely holds the ties in place not just to maintain gauge, but to resist both horizontal and vertical movement due to the dynamic forces of weight, speed, and braking. This is why fairly large and irregularly shaped granite rock is prized for mainline ballast. At intervals mainline ballast is retamped or removed/cleaned/replenished to maintain performance of its many functions.

Tracks in a yard do not undergo those forces of speed and braking, which is why slag, cinders, pebbles and smaller rock are or have been used in yards, and often used for sidings. And yards go for long time periods without much attention to their ballast. But drainage and preventing weed growth are still important.

In a yard it is important to avoid creating a situation where a brakeman or other crewman walking around in darkness could trip. Thus you tend to see the ballast level with the tops of the ties from center to end, and you do not see the same slope away from the rails that you see on the main. Yards are usually kept clean of loose "stuff." There are usually no drainage ditches between yard tracks.



Chips of pink lady ballast in Butler Yard, with ballast to the tops of the ties for easy walking by trainmen.

At Butler Yard in the Milwaukee area the C&NW managed this by using "chips" of its famous pink lady granite ballast. (I suspect its quarry operations in Rock Springs, WI pro-

duced plenty of these "free" chips.) It was easily tamped to be level with the tops of the ties.

On my layout, after laying the track, I use a variety of ballast types on the main line but for sidings or yards I use ballast meant for N, or even Z if I can find it. I have an old short piece of cork roadbed, maybe 3 inches long, that I use as a sort of bulldozer. I run it back and forth between the rails so that the ballast is at the tops of the ties, and on the main I press hard so it is just slightly below the top of the ties. In yards I do the same for the ends of the ties - run that cork "bulldozer" back and forth so the ballast is entirely even with the tops of the ties. Then I use the flat edge of that cork piece to "tamp down" the ballast between rails and outside the rails.



Using scrap cork roadbed to even the ballast with the tops of the ties.

I lightly spray "wet water" (distilled water with drops of detergent, or isopropyl alcohol added). Don't spray too close or too forcefully or the loose ballast will "jump" to the tops of the ties again, or against the side of the rail. If need be I tamp the ballast down again with the cork.

On the main now is the time, with the ballast wetted, to create the angle of slope away from the tracks. Again on the main there is slope, but not in the yard, at least not very much. Yards tend to be flat and uniform. Sidings have slight slope.

I then apply Scenic Cement or diluted white glue or matte medium using a pipette or eyedropper (cheap at American Science & Surplus), which is time consuming but is gentle enough, again, that the ballast is not disturbed. Once it is all dried and hardened I go back again with my cork roadbed bulldozer and run it back and forth in case stray grains of ballast have attached to the side of the rail or to the top of a tie. One or

Continued on Page 8

The Frugal Modeler... *continued*

two such grains don't bother me. The ballast is bonded so a light run with a vacuum picks up stray bits.

A final spray with a mix of isopropyl alcohol and a few drops of india ink (again, plastic spray bottles are cheap at American Science & Surplus, or check your recycle bin for a freebie) tones down the strong uniform brightness of commercial ballast. It also blends the tones when I have mixed different brands of ballast, or different "dye lots" of the same ballast. For areas of a yard where locomotive might be parked repeatedly and for long periods, such as the yard office or sanding/fueling facility, the yard ballast tends to get thoroughly oil soaked, so there are areas in a yard where you particularly want to darken the ballast. I have a separate spray bottle with a darker mix of isopropyl alcohol and India ink for that (mark the bottle!).



Mainline track, showing slope of ballast and drainage between tracks.



Oil soaks the ties and ballast where a locomotive is generally parked on the Iowa River Railway near Steamboat Rock, IA.



Summer Construction on the Union Pacific Hwy. P Bridge

Union Pacific replaced a troublesome bridge in Mapleton, north of Oconomowoc, this August. The old structure lacked adequate clearance, both vertical and horizontal, and was the scene of many a truck related accident due to the low clearance. Construction started in early August with the road being closed but the mainline open most of the time.

The improvement included increasing the bridge clearance by three feet with a combination of the new bridge design and raising of the track. Below are two pictures showing before and after shots of the bridge. The top shows the old structure in the background with pile driving getting underway. Below, the new bridge and track are installed. This shot was taken on Labor Day and it appeared that the crews had made quick work of taking out the old and putting in the new. Note the tamper crossing the bridge finishing surfacing of the new track. The construction site included plenty of spotlights which points to a possible 24 hour replacement project.



FOR SALE

In case you missed it in the last few issues of the Owl Car, the NMRA has put in place very strict guidance as it relates to the organization and its members as it relates to youth activities. As a Division, we have taken this seriously and based upon our review of the new rules, we have disbanded our WISE Youth Group. We have also looked at the activities offered at Trainfest. We will no longer be able to offer the Make 'n Take activity nor the Junior Engineer Program. If you had visited or worked with the Junior Engineer Program in the past, the WISE Division portion of the program featured operations on a modular HO Scale layout. With the closing of the program, the Division no longer has a need for the layout, so we are offering it up to the highest offer from any of our members. We will entertain offers to buy the entire package. Your offers are due to Mike Slater (superintendent@trainfest.com) no later than October 31, 2020. Here are the details:

- The layout consists of 13 modules, all setup for DCC operations. All track switches are manual.
- Several of the modules are partially completed. We have 28 pieces of 36" Micro Engineering Code 83 flex track included.
- All modules are adjustable to a level operating plan.
- The DCC controls are NCE and include a Master's Series Power Cab, 2 utility throttles and a booster.
- Skirting for the modules is included.
- Rolling stock including a switcher is included.
- Many of the modules are completely scened with industries and in one case an operating Walther's turntable and roundhouse.

The following pages include photos of the modules and other items noted above. Any questions should be directed toward Mike Slater or Dennis Janssen. Once again, this is not a piecemeal offer. Buyer takes all!

**DON'T MISS OUT!
DEADLINE IS 10/31/20**

Don't Miss Out on This Great Chance to get a Head Start on Your Layout or Expand Your Existing One!



Your bid includes the rolling stock (a portion shown above) and DCC equipped switcher shown below.



Shown below are the up to date NCE throttles. The modules are pre-wired with DCC plug-ins, power bus and track feeders. A booster is included for reliable control on the entire layout.



MORE FOR SALE



Shown above is Module #7 which is a transition from 24" to 36" depth. It includes an engine service facility and warehouses. All modules are 48" long and 38" high (adjustable).



Above, Module #6 includes two metal based manufacturers.



Above is Module #2 which a straight 24" wide unit with complete lumber yard and 6 industries. It also transitions single track to double track mainline. Below is Module #5 which includes a large pickle plant and station. This module also has a shelf for the main power control and booster.



Module #9 above includes a Walther's indexing turntable and engine house. This module is 36" deep. Module #8 below is also a 36" deep unit with double track main.



Some additional photos and more details on the modules can be found on the following page. The module numbers used in this article are for reference only. The entire layout is coded on each end so that the modules will assembly correctly.

MORE FOR SALE

Layout module details:

- #1**—90 degree corner, 24" deep with double track main, yard tracks, station platform, and 14 buildings
- #2**—Straight section transitions from 24" width to 36" width. Features RIP track, lumberyard and 6 other industries.
- #3**—90 degree corner, 24" deep set for double track main. Is currently unfinished.
- #4**—90 degree corner, 24" deep set for double track main. Is currently unfinished.
- #5**—Straight section 24" deep with single track main. Power and booster located on shelf on this module. Industry is a pickle plant and there is a station.
- #6**—Straight section 24" deep with single track main. Industries are metal fabricator and metal refurbisher.
- #7**—Straight section transitions from 36" depth to 24" depth. Double track to single track main transition. Includes engine servicing facilities, switch tower, freight house and 3 water towers.
- #8**—Straight section 36" deep with double track main. Includes Allied Rail Builders, gas tank and office, 5 Star Manufacturing and a water tower.
- #9**—Straight section 36" deep with double track to single track main transition. Includes 4 stall engine house and 130' Wal-

ther's turntable (18") with auto indexing control.

- #10**—Straight section 24" deep with double track mainline. Industries include ice house, cold storage and an additional warehouse.
- #11**—Straight section 24" deep with double track main and 4 industries.
- #12**—Straight section 24" deep with double track main installed. Rest of module is unfinished.
- #13**—Straight section 24" deep with double track main installed. Rest of module is unfinished.



The unfinished modules include backdrops. Track support is 3/4" plywood with 1/2" homosote on top.



From Your Superintendent... *continued*

This month we will be holding our annual Membership Meet on Sunday October the 18th at 1PM. This will be a virtual meeting and members will receive an email with login information. At the end of this meeting I will show the clinic portion from the September 19 multiple Division Zoom conference call.

Trainfest—X Update

The current plan for Trainfest X is to follow the same format that the NMRA is using for NMRA X on-line clinics and layout tours. These are streamed live via Facebook and YouTube on the NMRA feeds. We plan to also include this feed on the Trainfest Facebook page. We have reached out to manufacturers, exhibitors and clubs to encourage them to participate. We

currently have several manufacturers that have said they will be providing new product announcements for showing during our broadcast. So far we also have several volunteers who have said they will do "how to" clinics as well. However, we are still looking for layout tours of club layouts. These need to be pre-recorded videos and should be between 20 to 40 minutes in length. If you don't know how to record a video..... just ask us for help. We will help you get your layout recorded so it can be streamed over the internet during Trainfest—X.

To watch many of the NMRA recorded clinics follow this link:

<https://www.youtube.com/c/NMRAORGMModelRailroading>.

Thanks,

Mike

Spending the Day at East Troy...

On Labor Day we went to the East Troy Trolley Museum to ride on the trolley that our son and Division Assistant Superintendent, Andy Breaker, was the motorman on that day. Sue and I met my sister, Melanie and Randy, Andy's partner there and rode the Sheboygan #26 interurban car with Andy Breaker, Eric O'Malley and Chris Schmidt as our crew.

Enjoy the photos we took that day. If you have not ever been to the East Troy Railroad Museum, check out their offerings at their website www.easttroyrr.org. Trips include dinner trains as well. The website notes that the cars and related bathroom facilities have been updated to meet air quality and other CDC guidelines.

— Burnell Breaker



Above, crew members Andy Breaker and Eric O'Malley.



Work'n on My Railroad...

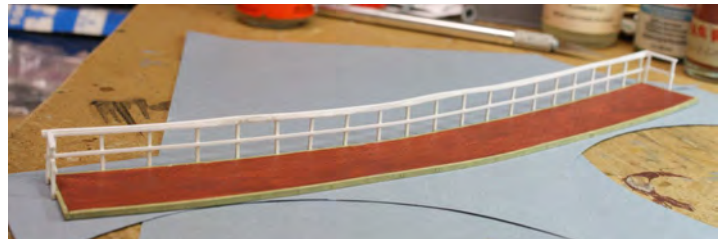
We continue to receive nice submittals on how we have been busy working on our layouts. Here is what missed our September Owl Car deadline or were submitted in September. Enjoy!

Robert Niedermann, New Berlin

Summer Project

Late this spring I finished an extension, which then needed a reason.

I built a Kibrie tug boat, a barge, the Cornerstone conveyor system, added a few people and turned it all into River port. This is the Glacier Gravel dock to ship out the gravel and stone from my Glacier Gravel quarry on the other side of my HO railroad.



The photo below is a rework of the Butler depot on the museum layout. Harry originally built the depot as a teenager in 1961. It was based on the C&NW depot in Winthrop Harbor, IL, where he grew up.



The photo right is a small crossing tower originally scratch built by Don Stewart, guessing around 1950. Harry changed out one wall, and added platform, stairs, new roof, gutter, downspout, chimney and interior.



At right is an extension of an elevated passenger walk way he built so that it can reach and serve a platform on an adjacent elevated track.



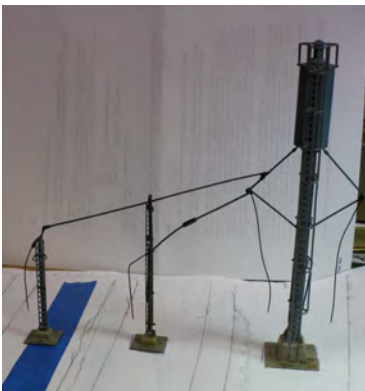
Below are Tichy water columns, plus some track stops, a manual speeder car he made from scrap box materials, and some signs for our Wisconsin Power & Light Company building.

(continued on next page)



Harry Evans, Oconomowoc

During the Covid 19 lock down, Harry has been busy building kits and upgrading structures on the Milwaukee North Western Model Railroad at the Oconomowoc Museum. The photos below are Walther's sand tower kits for the engine servicing facilities. At the top of the column at the right is a new brick passenger platform for across from the Ixonia depot; this is a double track section and they never had a platform across the other side of the second track.



Harry Evans, Oconomowoc (continued)

My final project was another update for the museum layout.

The Wyeville tower is a structure kit I built around 15 years ago but now I've built a new platform for it's position on our museum layout, and also added some interior details. The levers are a GCLaser kit but they add a lot to the model and will look even better when we get lighting installed.



Andy Breaker, Burlington

Here are some pictures of a modeling project I recently finished. For a before and after representation, a picture of the unpainted train is included, and to show the two different trains, a picture of the heavyweight and streamlined 400 trains is shown as well.

This is an HO scale model of the C&NW '400' passenger train. This set represents the original steam hauled heavyweight train that ran from 1935 until streamlined diesels and passenger cars took over in 1939. The set is brass and imported by Overland. I painted the train using exclusively Tru-Color paints and decals were specially made for the locomotive and cars by a company in Arlington Heights, IL.

The Class E2a 4-6-2 locomotive has a Tsunami2 sound decoder installed. The passenger cars were upgraded with Inter-mountain ball-bearing wheel sets, to make them as free rolling as possible. The 4-6-2 easily hauls the 6 car train now. American

Limited diaphragms were also installed on all of the coaches. The final touch was lit, dual drumheads and marker lights on the observation car, which both were produced by Tomar.

Pictures taken on the Tri-County Model Railroad Club in Union Grove. Enjoy the tour below...



Above is the as delivered brass engine and consist ready for the paint shop. Below is the finished "400" heavyweight train.



The comparison photo of the streamlined and heavyweight versions of the famous "400"



Andy's extra details make this project special. Shown below are the adds to the locomotive and observation car as noted in his narrative. Great job Andy!

