

November 2020



From Your WISE Superintendent... — Mike Slater



Group, please forgive me for not having an update for you this month, as I have been busy working on Trainfest-X this year. This online event, which will be held on the Saturday of the normal in person Trainfest event, looks like it will be great with many new product announcements, many layout tours and “how to” clinics. I hope to see you logged into the event which will be streaming on the NMRA Facebook page and the NMRA YouTube page. But don’t worry if you miss a presentation, they will also be available online after this event.

Until the next Owl Car please stay safe and I will see you down the line.

Mike

PS— Don’t forget to pick up your copy of Model Railroader magazine as Division Member Rolf Plachter will have his layout featured in the December issue.



Rolf Plachter shown in the midst of his fantastic layout.

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

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

— Dennis Janssen

Dry Mouth: Is It Sneaking Past Your Radar?

A dental epidemic is brewing, and it's called Xerostomia, or "Dry Mouth". It sounds innocuous enough, and perhaps that is why many people affected by the problem fail to treat it, or detect it altogether. But it's nothing to scoff at, especially considering that extreme cases of this widespread problem include difficulty swallowing, speaking, and in some instances, bacterial or fungal infection.

Even if you don't currently suffer from insufficient saliva production, it can easily happen to you! Here's why, how to spot it and what you can do about it.

Causes of Dry Mouth

1. Commonly Prescribed Medications

Many types of prescription medications can contribute to dry mouth:

- Painkillers
- Antibiotics
- Antidepressants
- Antihistamines
- Asthma Inhalers
- Diuretics
- Sedatives
- Corticosteroids
- Statins

2. Certain Health Conditions

Dry mouth can occur due to a variety of health issues including:

- Hypertension
- Diabetes
- Sjogren's Syndrome
- Cancer
- Obesity
- Fibromyalgia
- Pulmonary Disease
- Alzheimer's
- Parkinson's Disease
- Anxiety
- Depression
- Connective Tissue Disorders
- HIV/AIDS
- Post-Traumatic Stress
- Arthritis

3. Damage to the Salivary Glands

Saliva production can be significantly reduced due to an impairment of the salivary glands from radiation, chemothera-

py, surgery or an accident involving the head or neck.

4. Age, Stage or Lifestyle

Last, but not least, dry mouth can be attributed to everyday habits and situations. Illness, excessive sweating, diarrhea and other causes of dehydration may result in a parched, uncomfortable feeling in your mouth. Other factors such as smoking and sleeping with your mouth open are major contributors to this condition. Many cases can also be chalked up to aging, or are a result of natural health developments such as pregnancy or menopause.

Symptoms of Dry Mouth

Just as countless factors may cause dry mouth, the condition itself can vary widely by individual. If any of these warning signs are familiar to you, see your dentist for help:

- Bad breath, gingivitis and/or cavities despite frequent brushing and flossing
- A constantly parched, thirsty feeling that returns even after drinking water
- Trouble speaking or swallowing, coupled with pain, soreness and/or hoarseness
- A pebbled-looking tongue, that may also seem overly red or shiny
- A sense of stickiness, with food particles often found stuck to your teeth
- Cracking/blistering around the lips, no matter how well-hydrated you are
- A change in taste, with newfound difficulty eating spicy or dry foods in particular
- Noticeable lack of saliva pooling underneath your tongue

Continued on Page 3

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, November 11, 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 for login information. You will need to have downloaded and installed the free program Zoom in order to participate.

NMRA Magazine Recognizes WISE and the Owl Car

— Steve Miazga

One of the positives that has come about from the Covid-19 restrictive measures is that I get a chance to stay more up to date on my rail-related reading. Two items caught my eye in the October 2020 NMRA Magazine “Division Business Car” article.

The first was the subhead “What’s an Owl Car?”. The article referenced Ed Varick’s Owl Car article from our April 2019 newsletter. Congrat’s Ed for hitting the national wire.

The second item that I want to highlight preceded the Owl Car reference in the same “Division Business Car”. It had to do with the demise of a nice model railroad due to a house fire. You can go to the NMRA website and review an article prepared by Ross Boelling of the Mid-Continent Region who is the one who had the fire, something that none of us want to experience.

October was fire prevention month and we all should consider some preventive measures in our layout areas. Add that smoke detector and a fire extinguisher. Most of the hardware and home improvement stores offer home extinguishers for under \$20... just make sure that you buy one that is rechargeable.



Also, make sure that you have your hobby documented with an inventory, photographs of the layout and if possible, photos of your locomotives, structures and rolling stock. Keep a copy of the records in a secure location outside of the home. If the value is high, make sure you investigate the coverage you have on your renters or homeowners insurance as well. You can also get an insurance plan through the NMRA which is less expensive for large collections.

One tool that I have found to be valuable in terms of tracking my hobby inventory and investment is the computer program Railbase by Albion Software. It is an inexpensive database program that can interface with their Shiplit and Car Cards operating programs. A simple spreadsheet can also work well for the inventory, but I have found that the Railbase system really takes the headaches out of the setup.

So the moral of this story is keep up on your reading. You never know what might be hidden in all those pages of information.

From the Paymaster... *continued*

Treating Dry Mouth

Due to the complex nature (and countless causes) of this condition, enlisting the help of your dentist is your best bet for long lasting relief. After a thorough examination and review of your health and medical history, he or she may prescribe a mouth rinse or saliva-boosting medication to treat the problem.

Certain modifications to your everyday routine could also help ease the discomfort:

- Try to breathe through your nose as much as possible
- Keep sugar-free lozenges/candies within reach to combat excessive dryness
- Drink water even more frequently to replenish lost moisture in your mouth
- Switch to fluoride-fortified toothpaste and mouthwash to protect your teeth
- Consider using a humidifier if you breathe through your mouth while sleeping

Depending on the underlying cause of your situation, dry mouth may be temporary or a problem that’s here to stay. Regardless of duration, however, seeing your dentist regularly will be crucial to protect yourself against tooth decay and other costly oral health problems.

Sources:

Dental Health and Dry Mouth. (2014, August 25). Retrieved June 1, 2015 from <http://www.webmd.com/oral-health/guide/dental-health-dry-mouth>

From the Editor

— Steve Miazga

You will notice in this issue of the Owl Car that there a lot of articles authored by yours truly. After many great months of submittals from members, all went quiet this month. Not much model activity or other news to broadcast to our members. So I decided to put together some idea articles for you to think about ways you can share ideas with your fellow modelers. Enjoy the photos and ideas, but here are some guidelines that you need to follow so that we can easily submit articles and pictures to the Owl Car.

Don’t send your text in an email! Once it is in the email it has formatting imposed that I need to manipulate—takes extra time. Type your text in a Word or other text file and attach it to the submittal. Send your photos as attachments to your email in a JPG or PNG format. This allows me to easily input and edit the files. Email material to me at Owlcar @trainfest.com.

Finally, don’t second guess your submittal—everyone will enjoy whatever you submit, so go for it!



Upcoming Division Events

November 14, 2020—Trainfest—X

A virtual all day of presentations.

Watch for an Owl Car Alert email prior to the event

December 20, 2020—Division Virtual Membership Chat

1:00 pm—3:00 pm via Zoom login

January 17, 2021—Division Virtual Membership Meet with Clinic

1:00 pm—3:00 pm via Zoom login

February 21, 2021—Division Virtual Membership Meet with Clinic

1:00 pm—3:00 pm via Zoom login

March 21, 2021—WISE Division Meet (pending)

Oconomowoc Museum, Oconomowoc, 12:30 pm

April 9 & 10, 2021— WiseOPs Operating Weekend (pending)

April 18, 2021—WISE Division Meet and Annual Meeting

Location TBD, 12:30 pm (pending)

* May 2, 2021— Annual DuPage Train Show Bus Trip (pending)

** Denotes extra fare event*

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



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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

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 18-22, 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.

The Frugal Modeler Thinks Out Loud

— Dave Nelson

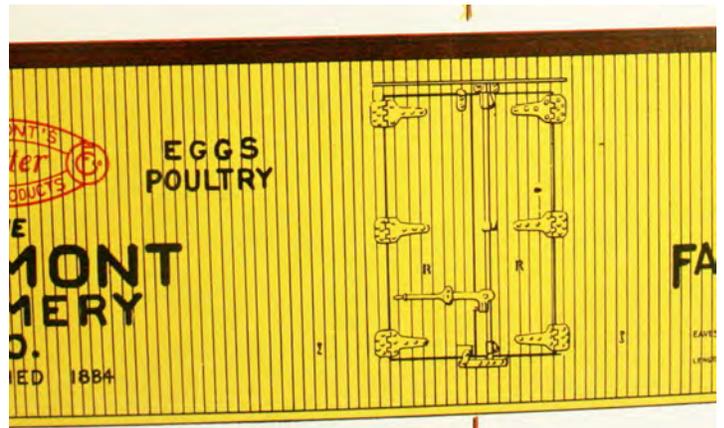
Plastic was already the dominant material for most commercial models when I began model railroading, but there were still wood or metal rolling stock and structure kits available. In the very early days of the hobby, and into the early 1950s, there was a surprisingly (to us) significant use of paper for model railroading. When I first got into HO scale the priest at my folks' church dropped off a carton of old cars he no longer wanted. Almost all were paper sided cars. The metal trucks were sprung, with real deep flanges, and the old Baker couplers were the same that John Allen used. One was in a box marked "reefer" and all other lettering was in Japanese, so one or more of these models may well be Japanese made.



The January 1949 issue of Model Railroader had "free" paper sides for refrigerator cars in HO and O scales, and for a modest charge (the magazine itself cost just 35 cents!) they'd mail you the same sheet for the "other" sides. Not wanting to violate copyright, I reproduced only a bit of detail from the O scale set. The draftsman (future editor Linn Westcott) captured a remarkable "3D" effect on those reefer hinges.



Pacific Fruit Express 93524 is the most old-fashioned looking, with simply printed, flat sides where the siding gaps and door hinges are printed. It does have separate ladders, grab irons, and sill steps, plus a plain wood roof and very crude ice hatches. The basic underframe has only a K brake reservoir as detail. There are signs of wear on the paper. This could be pre-WWII.



TCX 208, yes a paper Texaco tank car. I suspect the paper is wrapped around a wood or cardboard tube core. The frame, dome and handrails are metal; the ends are paper. I have included close ups of the clear, readable lettering on both ends. A strange gap on the left end where it says...

THE TEXAS
CO MPANY



PFE 29106 represents an advance -- the paper sides have a durable gloss finish and are embossed to show the gaps between the vertical "wood" siding, and the old Union Pacific logo is nicely reproduced. The roof "ribs" are stamped metal as in the old Silver Streak kits: you'd snip each rib off a sheet, and bend the ends around the side of the milled wood roof. The ice hatches and running board seem to be metal castings. These are the original trucks. Again a very simplified brake system (and the hand brake wheel is missing). Similar in construction, but in better shape, is Santa Fe Refrigerator Department 16140, again with embossed paper sides and ends, with various metal details on the ends, roof and underframe. I replaced the trucks. It's nice looking for a mostly paper model that might be 70 years old.



Continued on Next Page

The Frugal Modeler... Continued



...makes me think these sides were taken from photographs of the original cars, yet some of the lettering looks like very carefully done hand lettering - which itself could suggest a Japanese origin of the model.

In some ways boxcar PRR 78509 is the most intriguing

of the set. It has sides of a material which appears to be a composite material which does not seem like wood or metal, nor an early form of plastic such as Bakelite. My guess is it is a tightly compressed stack of paper, soaked in shellac or other sealer. It "feels"



clay-like as if it could shatter. It has the same pressed tin metal roof ribs as on some of the earlier reefer models. The doors are cast metal and are thinner than I recall cast metal doors from Selley, Walters or Silver Streak. Detail on the dreadnaught ends is blunt and shallow. A vertical hand brake wheel that looks crude, more like a valve wheel. The lettering is for a PRR car that was not a 40 foot boxcar of this style. One side ladder at some point was lost but I have similar ladders somewhere in my stash of parts.

I am tempted to run this car on the layout (in hide service perhaps?) but because of the possible fragility of the material I am reluctant to drill holes for grab irons and other details. I am also leery about any weathering methods that use liquid. I see I must have also gotten silver overspray on parts of the car.

I hope you found this glimpse at our hobby's past to be entertaining.



Need a Layout Idea?

— Steve Miazga

Sometimes a photo from the past can give you a good idea for adding a unique landscape feature to your layout. Check out these photos and put your dreams to work on your railroad.



Shown above is a graveyard of former C&NW ore jennies that used to service the Escanaba, Michigan ore dock in the summer of 1996. The cars were beyond their service life and were awaiting the torch of the scrap team. Got a spot for this on your layout? Used cars from an old collection would work great for this scene.

Below is the CN mainline crossing of the Menominee River west of Escanaba, Michigan seen from the cab of a former WC westbound train. The water, bridge and scenery should give you some great ideas for additions to your layout. As a side note, there are some great water feature products out now that would help you replicate the scene that you see below.



Achievement Program News

— Steve Miazga

Two of our members received awards within the NMRA Achievement Program during the month of October. Dave Poquette received a Merit Award for his scratch-built HO Scale Chicago and North Western Green Bay yard office. Dave is working on this Master Builder Structures achievement award which requires him to build 12 structures, six of which must be scratch-built. Congratulations Dave and keep working at the bench to finish up your award. Below is a photo of the yard office in the developing diorama on Dave's C&NW layout.



Covid-19 presents issues as it relates to judging projects for Merit Award scoring. In the case of Dave's structure, judges LaRoye Chisley, Joe Russ and Steve Miazga met outdoors at Dave's home to do the judging. Dave had set up seating and a table that insured social distancing and all of the team wore face coverings. With winter approaching, one solution would be to judge the projects in a garage. Judging typically takes 60 to 90 minutes so no more than two items could be judged per session. If you have something ready for Merit Award judging, please contact our Division AP Director, Gary Children to make arrangements. His contact information is on Page 4 of the Owl Car.

Our second award winner for the month was our Contest Director, Ted Zieger. Ted received his NMRA Golden Spike award for his HO Scale "Hobbinville Railroad". The Golden Spike Award is the easiest and usually the first one NMRA members receive within the Achievement Program. Ted provided a narrative summary of his layout and some pictures to give you an introduction to his efforts (see next column).

You can find the requirements and the submission forms for the Golden Spike Award on the NMRA website www.nmra.org.

Our congratulations go out to both Dave and Ted for projects well done.

Hobbinville Railroad

My layout isn't modeled after anything, it's a fantasy layout. I model what I like. It is modeled in HO and in the early 50s so I can have diesel and steam. As of now the railroads running are the B&O and Milwaukee Road. I've done all the work myself. It is run by MRC's DCC system and has a programmable turn table by the round house. I built almost all of the building from kits with a few pre-built that I got at swap meets. I also have a Lego building my grandson made. I enjoy building more than running trains. I did all the scenery, but as I have



improved I am going to redo some areas. The first section I did was the yard and roundhouse. I'm going to redo the yard because it has no proper staging area. I also have plans for a 30' extension to the layout.



The hobby has given me great enjoyment. Also keeps my sanity during these days of Covid. —Ted Zieger

Jim's Tips & Tidbits...

— Jim Kelly

The sin of cobbling

Recently I was experimenting with switching the four tracks that service my Monolith cement plant (see photo below) and discovered I had a problem. Two of the tracks were on grades steep enough that cars spotted there would start rolling, gain speed, jump over the track end bumpers, and crash into the cliff beyond. I am not exaggerating. 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 the way.

The spurs were two feet long and the ends were 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 scenedicked.

All the options I had were going to be destructive. Finally I settled for freeing the track from the roadbed with a pallette 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.

What I'd seen here was the dreaded domino effect. The track was not level because its support was not level. And the support was not level because in this area it's a hodge podge because of poor decisions I made probably ten or twelve years ago.

The double-track main line runs along the front of the layout here and the area for the cement plant lies behind it. Because the main needed to start a gradual downgrade the 1/2" plywood sub-roadbed was cut as a strip and installed. The location for the cement plant remained a big hole for many years. Finally I was ready to start on the cement plant and a monster project it turned out to be.

I cut a piece of plywood to accommodate the plant, built about half the structures, and then realized the plant needed more real estate. I should have removed the existing plywood base and replaced it with a larger one. Instead I cut a strip of plywood and cobbled it to the edge of the first piece with a plywood cleat. Alignment was bound to be off a bit, plus now I had joints in the surface that had to be filled. Also the cliff behind the site was now too close, so it had to be backed off and rebuilt.

I hate to be boring but this entire scenario repeated itself, and once more I cobbled on another slice of plywood, rather than start over. Look at the under side of that portion of my layout and you will be appalled.

The lesson for me is not to settle for Band-Aid solutions. If it isn't right, make it so before moving on.



Add Something Unique to Your Layout... A Derailment Site

— Steve Miazga

In the mid to late 1990s, while residing in Rhinelander, I would ride with the crew on Wisconsin Central LO38/39 between Rhinelander and Gladstone. It was legal in those days as long as you sent in a liability release to the dispatcher. Each trip was unique. When the WC bought the Lake States Division of the SOO, the track speed between Rhinelander and Pembine was only 10 mph. We typically would go dead on hours between Pembine and Escanaba. By 1995, it was 40 mph most of the way to Gladstone.

On one of the eastbound trips we were pretty light on cars so the roadmaster in Gladstone asked us to pick up the salvage from an earlier derailment near Hermansville, Michigan. This was shortly after the WC had bought the Algoma Central in 1996 and we had one of the better SD40s that had come with the acquisition — we were enjoying our ride!

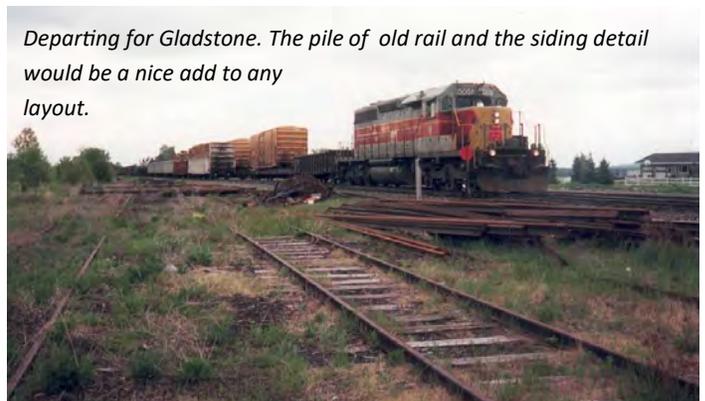
I had pictures from this trip for nearly 25 years and it finally dawned on me that the scene of the derailment, and the associated salvage loads, would be a nice add to a layout. So here are the pictures and I will let you use your imagination as you figure out where you can put the details to work on your layout. I would add them to mine, but that would require an addition and permission from the real estate director.



Shown above is the derailment site on the mainline. Note the broken ties along the ditch and the unsurfaced ballast at the derailment location. The salvage from the wreck was dragged and piled on the embankment to the left where trees needed to be cut.



Our salvage pickup included a gondola loaded with the cars trucks and the car bodies for a bulkhead flat, tank car and two boxcars. The car bodies were secured to 89 foot TOFC flatcars.



Departing for Gladstone. The pile of old rail and the siding detail would be a nice add to any layout.

Nostalgia Corner

— Steve Miazga

Most of us have a lot of pictures in our archives at home related to modeling and railfanning. Enjoy these photos from my library regarding times past. If you have a photo to share in future Owl Cars, please include a caption and possibly a date for reference.

The photo to the right is the abandoned C&NW line that crossed the SOO at Gagen, Wisconsin. The line was torn up in the early 1980's and this photo was taken from the then Wisconsin Central in 1996. Nice add to a layout?



A Triple Header...

During the summer of 1998, the Osceola Railway Museum operated by the Minnesota Transportation Museum was the temporary home to three operating steam locomotives; Soo Line 1003, Soo Line 2719 and Northern Pacific 328. The 2719 and 328 are now at the Lake Superior Museum of Transportation in Duluth and the 1003 is in Hartford, WI at the Auto Museum. This photo was taken in August 1998 as the 1003 gets ready to leave Osceola and head to Rhinelander, WI to lead the Tamarack Thunder II excursion weekend.

The Wisconsin Central outdid itself when they custom painted GP-40 #3026 in a special map design to commemorate Wisconsin's 150 year anniversary of statehood in 1998.

The unit is shown in Rhinelander in August 1998 performing excursion escort duties along with SOO 1003 for the Tamarack Thunder II excursions.



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More Nostalgia

— Steve Miazga

At right are two beauties from the Lake Superior Museum of Transportation— D. & N.M. #14 and SOO FP7 #2500. The consist including water tanker, coal gondola and observation car are east of Ladysmith, Wisconsin in October 1996. The units were pitch-hitting for the “not ready” Soo Line 1003 which was to do its first excursion duties on the Tamarack Thunder in Rhinelander. The excursion was part of the 1996 Soo Line Historical & Technical Society convention.



Shown at left is a photo of the former Minnesota Zephyr dinner train in Stillwater, Minnesota. The train operated for nearly two decades serving first class 5 course dinners typically on an evening ride. Shown here at the Stillwater depot in 1996, it ceased operations in 2014. The train was purchased by Iowa Pacific holdings and was moved to Alamosa, Colorado with no immediate plans to use it.

Work'n on My Railroad....

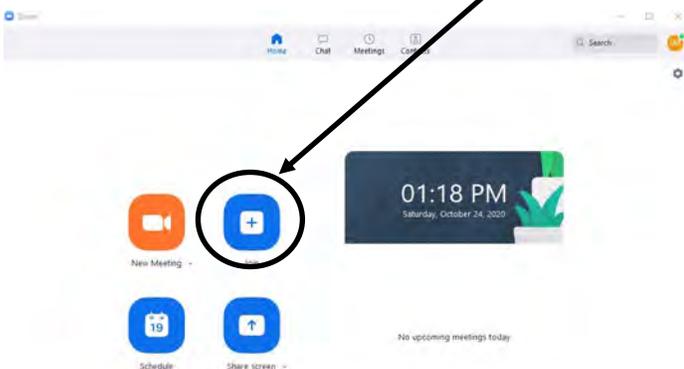


The only modeling activity submitted this month was from our Superintendent Mike Slater. Shown is a module showing CNS&M Ferry truck train crossing the Root River Bridge. Modeling submittals are welcomed at all times. See submission details in “From the Editor” on Page 3 of the Owl Car.

How to Attend the WISE Virtual Meets With “Zoom”

Because of the Covid-19 pandemic, your Board has decided that our meetings and meets will be done virtual (not in person) until at least March 1st. The schedule is shown on Page 4 for your reference. Before each event all members of the Division that have an email address will receive an Owl Car Invitation to join the meeting. The invitation will include a phone number if you only want to call in, a direct link to the meeting (preferred) so you can use video and audio from your computer, and a Meeting ID and Passcode that you can manually enter if you prefer.

The program Zoom is free and you should download it to your computer and install yourself as the user. The name you use will appear on your video feed when you connect to a meeting. When you open Zoom and do not use the link provided, your screen will look like below. Click on “Join” which is

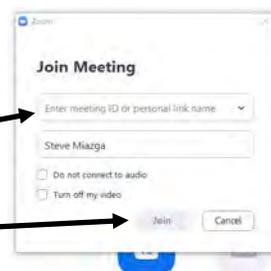


circled above. The next screen to appear will be the “Join Meeting” screen. Enter the Meeting ID that was on the invitation here.

When you have added the ID, click on **Join** on the same screen.

You will then be prompted to enter the Meeting Passcode on the next screen. Enter that on the screen and you should be able to access the meeting.

If you are new to Zoom, it doesn't hurt you to do a dry run of trying to open the meeting before hand. You will simply be told that the meeting host is not available yet. Good luck and make sure you take full advantage of this service by allowing your audio and video to be turned on.



2021 Amherst Railroad Hobby Show Cancelled

Dave Nelson received a Press Release indicating that the 2021 Amherst train show has been cancelled. I guess we are not alone in dealing with the reality of the virus. Thanks Dave for sharing this information. The press release follows.

FOR IMMEDIATE RELEASE – Palmer, MA

On behalf of the Board of Directors of the Amherst Railway Society, we bring you a very difficult message. Out of an abundance of caution and for the safety of our attendees, staff, volunteers, exhibitors, sponsors, suppliers and our entire “Train Show Community,” we have made the decision to cancel the 2021 Railroad Hobby Show.

Please know that this decision was not made lightly. In fact, it was one of the hardest decisions we have had to make in our 54 years of Show history. Please visit us at www.amherstrail.org and www.railroadhobbyshow.com for more details.

We know that both exhibitors and attendees will be disappointed. While this decision was difficult, the Board of Directors believes that it's the right thing to do for the health and safety of the 25,000 people who we welcome each year. We have been working tirelessly with our friends at Eastern States to plan a way to bring our annual Railroad Hobby Show this coming January. Despite exploring all our options, we realized the largest Train Show in North America would not be the same because of the ever-changing requirements for venues such as ours during the Covid pandemic.

A Virtual Railroad Hobby Show for that same weekend is in the works and details will be announced soon. Thank you all for your support and we'll see you in January of 2022, when we can all get back together again.

Duplainville Update

Activity continues in and around the Duplainville diamond in Pewaukee. Foundations have been set for new crossing gates on Duplainville Road on the CP. The new pre-fabricated diamond panels look to be ready to go. A quick discussion with a CP maintenance employee indicated the diamond replacement would be done in November. Meanwhile, CP and CN have been doing surfacing work in the area. Some new signals have been installed as well.

In other news as it relates to Duplainville, Trainwire (Kalmbach Media) reported that the Empire Builder will be expanded to provide two additional trains per day between Chicago and St. Paul, one in each direction. The initial funding approved is for infrastructure improvements on the CP and design work. Duplainville will continue to be a busy spot for train watching. Stay tuned for construction photos next month.