

May 2021

From Your WISE Superintendent...

— Mike Slater



It looks like this will be our last Owl Car unless someone steps forward and decides to take over the role of editor. If someone takes over this task, it can be as often or frequent as they would like to do it. In the event that no one comes forward during the summer, we will do email blasts to keep you up to date on Division news.

Remember we are a volunteer organization... without those volunteers nothing would get done. Please consider doing a clinic or helping out where and when you can, every little bit helps.

The event planning this past year has been difficult, however, this Fall we plan to have our first in-person meet since the shut-downs began. Currently we are looking at having this meet in the Racine area. The next planned in person meet would be in January, and in March we will be looking at trying to do the RPM (Railroad Prototype Modelers). Finally, in the April/May time frame we will have the annual business meeting. Email reminders will be sent out and all events will be posted on the Division website and our Facebook page.

As of now we are moving forward with planning for **Trainfest**. Every week we receive more completed forms. Hopefully by November everyone that has wanted the vaccine shots will have received them. As State Fair Park is inside of the City of West Allis we will be watching what they will set for occupancy requirements for the Expo Center. Also this year we have asked all of the clubs to reduce their layout sizes. This will be done so we can increase aisle space to obtain some more space for social distancing of the crowds.

Election Results...

With our annual election results tabulated, Andy Breaker and I were re-elected to our positions of Assistant Superintendent and Superintendent of the Division. In the Write-in for the

open Director positions, Robert Niedermann has agreed to serve in one of the spots. The second position has been offered to two other write-in candidates for their decision to serve.

* * * * *

As the weather gets warmer and the days get longer, hopefully everyone can get outside and enjoy the warm weather. Some of us may go trackside and photograph trains... some may go to the museums and ride trains... some of you may open up your garden railroads... while others may go and ride their model trains.

Everyone have a safe and fun Summer, see you in Fall.

Mike Slater

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

— Dennis Janssen

The Worst Food to Eat Before Bed, Says Science

We've all been there: it's nighttime, well after [dinner](#), but your tummy is still rumbling. You're looking for something satisfying to silence your hunger pangs and help you fall into a cozy, restful slumber. Or maybe it's been a late night with a few [cocktails](#) and now your late-night cravings get the best of you. But before you chow down, you should know [some foods can disrupt sleep pretty badly](#).

That's right, some foods can potentially wreak havoc on your sleep cycle. In addition to tacking on extra calories at the end of your day—which can derail [weight-loss efforts](#)—eating the wrong food before bed can lead to indigestion and a night of tossing and turning from discomfort. If you're eating a diet that is high in saturated fat, processed carbohydrates, and sugar [this has been proven](#) to disrupt your sleep, too. So it not only matters what you're eating later at night but throughout the day, too.

And it's no secret that sleep is an important aid in maintaining and losing weight because it's believed to help regulate two important hormones related to hunger, [ghrelin and leptin](#). [Several studies](#) have even unveiled an association between obesity and shorter sleep duration. Essentially, those who sleep less are more likely to consume more calories during the day than those who sleep a sufficient amount each night. Eating late at night could disrupt your sleep cycle, causing you to lose hours that are vital to your health. And for more, be sure to check out [7 Sleep Mistakes Everyone Makes—But Shouldn't](#).

But now, back to the one food that is the absolute worst to eat before sleeping...

What's the one food you should never eat before going to sleep?

Pizza. Specifically, [pepperoni pizza](#). And if you love to add peppers or crushed red pepper flakes on your pie, it's even worse.

And to uncover more about the worst slices, [The Worst Pizza Slices in America](#).

How and why does pizza disrupt sleep?

For people who already have a sensitive GI tract, they know that no [slice of pizza](#) is complete without heartburn medi-

cation and a hefty supply of antacids. The spiciness of the pepperoni and the acid in the tomato sauce can lead to a sour stomach, or worse.



"The combination of fat in the cheese and the acid in the tomato sauce can have a negative impact on your sleep quality," Erin Palinski-Wade, RD, CDE, has [explained to us](#). "High-acid foods can trigger acid reflux, especially when eaten close to bedtime. Even if you don't feel 'heartburn,' this reflux can cause you to awaken partially from sleep and leave you tired the next day."

In addition to heartburn, the high-fat content in the cheese can give you indigestion, which is an overall uncomfortable feeling. Spending the night downing TUMS or Pepto-Bismol instead of actually sleeping will undoubtedly lead to a poor night's sleep. It's best to avoid these [acid reflux triggers](#) altogether before bed. There's another component to cheese that may be keeping you up at night, too.

Sure, cheese is delicious, which is why pizza is one of [America's favorite foods](#). But it can also put stress on your digestive system (mainly, your bowel movements) if you're even moderately intolerant to lactose. About 65 percent of adults are [lactose intolerant](#), the [National Institutes of Health](#) estimates. As people get older, they tend to lose the enzymes that help digest lactose, the sugar found in dairy. Because the bacteria in your colon loves to feed on these sugars, this can result in uncomfortable GI issues such as [bloating](#), gas, and diarrhea.

So it's no surprise that eating a lot of dairy at a time right before bed could potentially disrupt your sleep. Skip the pizza before bed so you can get longer, more restful sleep, especially if you also try out any of these [20 Ways to Double Your Sleep Quality](#). But that's not all. There are plenty more foods that could easily wreak havoc on your sleep schedule.

Check out the list below and no matter what you do, just be sure you're not eating any of the [100 Unhealthiest Foods on the Planet](#).

Read the original article on [Eat This, Not That!](#)

The Frugal Modeler Thinks Out Loud

— Dave Nelson

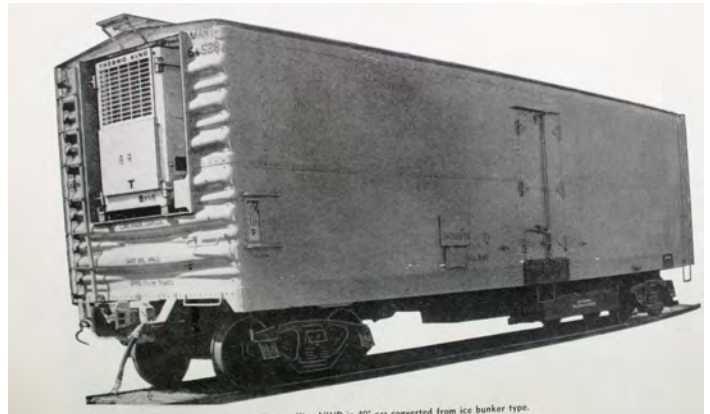
When I was growing up in the 1950s my folks had an electric refrigerator, although they certainly remembered the old fashioned "ice box." Their refrigerator had a tiny freezer section smaller than a shoe box, good mostly for ice cubes and maybe a pint of ice cream or so. Then it broke down and they got a "modern" refrigerator with a nice sized freezer and my mom was so happy because now we could enjoy frozen foods - no big deal to us these days, but at the time frozen corn, beans, and peas were such an improvement over canned. And now we enjoyed frozen orange and grapefruit juice too.

The huge movement towards frozen foods was largely the product of the railroads moving to mechanical reefers rather than ice bunker reefers. Early in the 1950s the mechanical reefer was introduced, steel of course, and it could ship not just chilled but actually frozen products.

Of course fruits and vegetables merely needed to be cooled, and the last ice bunker reefers were steel, built around 1958. There were many ice bunker reefers around in the 1960s, but by the early 1970s the ice houses and facilities were rapidly being closed and the remaining ice bunker reefers mostly did duty as either "insulated box cars" (of small capacity) or were pressed into service for other commodities including grain during the grain rush. The precise last date of ice bunker service is hard to pin down, perhaps in the mid 1970s.

Some of you may have seen, or may even own, the train-set quality 50' steel reefer with no ice bunkers, but also no side vents for an internal refrigeration unit, with one end that looks like this... (see photo below). Mine might be an old Model Power item but I think the same tooling was peddled by more

car rides improbably high. It may look a bit goofy but it is not, at least, not entirely a fabrication. Shown below is a photo from the 1966 Car and Locomotive Cyclopedia.



Thermo King, which built refrigeration units for mechanical reefers but also for truck trailers, and now for containers, offered a retro fit kit for old ice bunker reefers with steel ends. Here is their full page ad in that 1966 Car and Locomotive Cyclopedia:

THERMORATED™ THERMO KING
MECHANICAL REFRIGERATION AND HEATING FOR RAILROAD CARS

Thermo King, world leader in transport refrigeration, has become a leading manufacturer of full temperature control units for railroad cars. Thousands of dependable, efficient Thermo King systems are protecting the perishable cargoes of railroads all over America. These heavy duty systems are built to rigid railroad car specifications using exclusive THERMO KING built-for-transport components that are made to withstand the shock and stress of switching and lumping. Three basic THERMO KING systems are available to meet railroad car refrigeration and heating requirements.

THERMO KING Model NWD INCREASES PAYLOAD SPACE 15% IN ICE BUNKER CAR CONVERSION

- Increases interior length from 33' to 38' to add 274 extra cubic feet in 40' ice cars.
- A one-piece factory-tested unit, ready to run when shipped.
- Unit is simple to install and easy to service.
- Powered by rugged, dependable Mercedes Benz diesel.
- Offers full range temperature control from -20° F. to 80° F.
- All components specially built for roughest transport conditions.
- Electric power standby option is available.
- A super capacity system that will easily handle 50' cars as well.

Up front mounting of NWD system offers operational advantages. Condenser is cooled by unobstructed flow of clean air. Unit occupies no floor space, and only a few feet of cargo space.

Only THERMO KINGS are **THERMORATED**
VERIFIED PERFORMANCE - Rated capacity with assured reliability.
JOB ENGINEERED - Developed for a specific requirement.
TOTALLY "BUILT-FOR-TRANSPORT" - Custom components with rugged durability.
"SERVICE-PARTS PROTECTION" - Factory authorized dealers everywhere.

The THERMO KING NWD system is powered by a thoroughly performance-tested MERCEDES-BENZ diesel engine. It is economical to install . . . and economical to operate under all types of transport conditions.



than one of the train set outfits of the time, including Bachmann, Tyco, and maybe even Lionel in one of their brief forays into HO.

You still see plenty of these at swap meets. Now that I see my photo I see that I need to shave down the bolsters as the

(Continued on Page 4)

The Frugal Modeler *(continued)*

And here are some close-ups from the ad copy:

THERMO KING Model NWD INCREASES PAYLOAD SPACE 15% IN ICE BUNKER CAR CONVERSION

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- Electric power standby option is available.
- A super capacity system that will easily handle 50' cars as well.

Elsewhere in the 1966 Cyclopedia is a series of drawings showing how the Thermo King retrofit could expand the capacity of an ice bunker reefer by 5 feet of lading space by eliminating the ice bunkers:

Note the ad's reference to easily handling 50' cars as well. My model is 50' while all the prototype photos I have seen were 40'. I have no idea if there were 50 foot steel ice bunker reefers retro-fit in this way, but the general idea has a basis and the end casting could be grafted onto a 40' car.

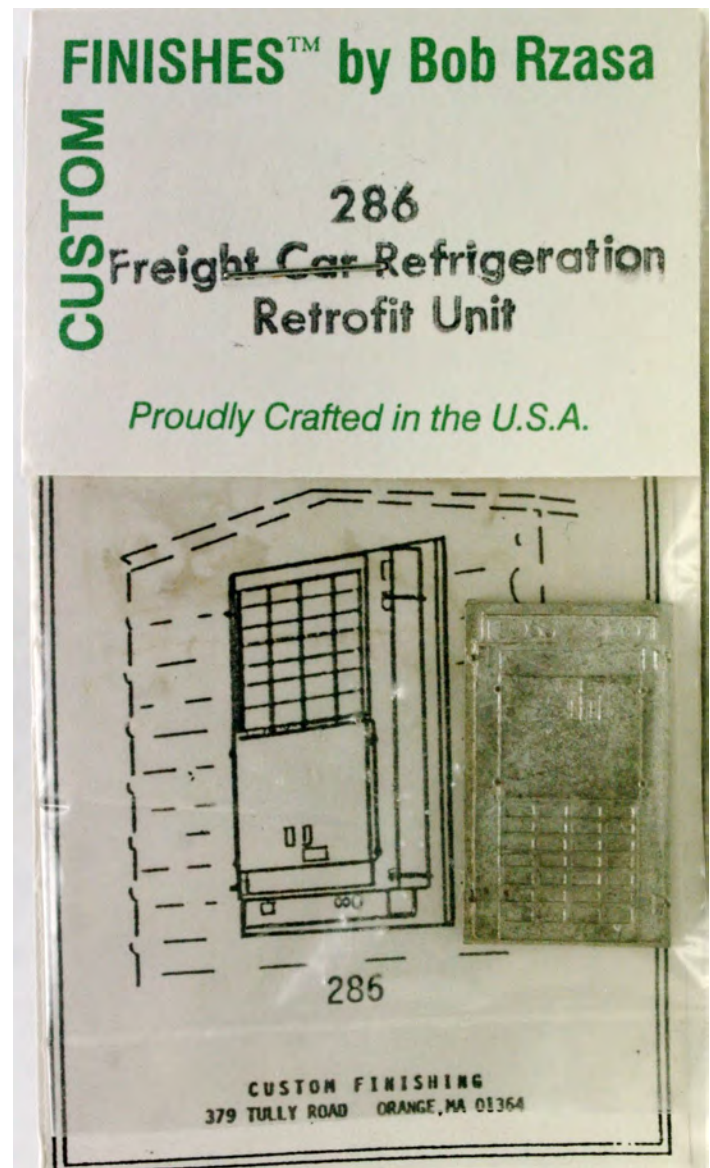
For those wanting to accomplish a similar retrofit of an ice bunker reefer model with out the compromises of the Model Power model, or wanting to do it with a more probable 40' ice bunker reefer model with steel ends, there was a very nice white metal detail part offered by

the lamented Custom Finishes line of parts by Bob Rzasa. There were many interesting parts in that line and I was sorry to see it go away some years back. [see photo upper right).

I cannot seem to find a comparable detail part currently available specifically for retro fitting ice bunker



A-Line 50136



reefers, but A-Line offers two castings that might work, both intended for truck trailers (which likely is exactly what Thermo King did - apply a machine designed for truck trailers to rail use). A-Line part 50136, old style reefer unit (see photo at left) and A-Line part 50146 (photo at right).



A-Line 50146

The good news is that at least one of these retro-fit refrigerator cars has been (or was) preserved, at the train museum in Green Bay WI. I took these photos at the 2003 C&NW Historical Society meet there. I hope they have not scrapped the car (a few years ago they did thin out their freight car collection because it was all stored outside and was deteriorating). You

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The Frugal Modeler *(continued)*

can faintly make out the name "Thermo King" at the top of the unit in the photo: [



PCX 4408 was built 8-57, so it was among the last ice bunker reefers. PCX, according to my 1962 Official Railroad Equipment Register, was Packers Car Line Company. Not a big player in the industry, but an internet reference suggests they



were financed by the CB&Q to provide reefers to Armour. They presumably donated the car to the Museum so bless their hearts. At one time Oddball Decals, another firm that has disappeared, had PCX decals in their line.

CN Gets Summer Work Underway

Heavy rail traffic brings on the need for good maintenance and with an average of 30 trains per day on the CN main-line through Waukesha it seems like a regular event to have tie replacement and surfacing work underway all summer. Shown below is a Herzog Rail Services unit loading new ties from loaded gondolas on the adjacent track at Duplainville on March 31st. This contract Herzog unit has been busy on the Waukesha Sub the past two summers distributing ties, removing salvage ties

and rail as well as brush cuttings along the right of way. The trainset often overnights at the Lisbon Road maintenance lot.

During most of the month of April, CN surfacing and rail welding crews could be seen throughout Waukesha and the Duplainville area. On April 15th, as many as 20 maintenance vehicles were involved in track maintenance work between Watertown Road and Lisbon Road.





Upcoming Division Events

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

November 13-14, 2021—Trainfest

Event dependent on Covid and restrictions

* 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 (exp. 2021)

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asst.super@trainfest.com

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Jim Hebner—Webmaster

website@trainfest.com, 937-207-0163

Open—Contest Director

Open—Membership Director

Open—WISEops Director

Video Library Update

— Burnell Breaker, Video Librarian

A limited Video Library will be available for checkout the next 4 months at the Western Union Junction Railroad Museum. If you have DVD's to return from before the pandemic, now is the time at any of the following dates.

The available dates for the Video Library are Saturdays May 1, June 6, July 3 and August 1 from noon to 3:00 p.m. The address for the museum is: 9716 Michigan Avenue, Sturtevant.



Upcoming National And Regional Events Of Interest

July 6-10, 2021—NMRA 2021 Virtual Convention

"Rails by the Bay" www.pcrnmra.org/NMRA2021

Sept. 16-19, 2021—Midwest Region NMRA Convention

Rockford Railway Convention—175 Years of History

Rockford Holiday Inn, Rockford, IL

Cancelled due to Covid related scheduling issues

www.mwr-nmra.org

May 18-22, 2022—NMRA Tri-Region Convention

"Indy Junction", Marriott East, Indianapolis, IN

www.mwr-nmra.org

August 7-15, 2022—NMRA 2022 Convention—St. Louis

Historical Society Meetings

May 20-23, 2021 -Chicago & North Western Hist. Society

2021 Mankato "Rails and River" Convention *Cancelled*

Virtual Event being planned for same dates

www.cnwhs.org

August 12-15, 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

August 23-28, 2021—National Railroad Historical Society

Milwaukee, WI See www.nrhs.com for details

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 *Cancelled for 2021*

www.gnrhs.org

October 7-10, 2021—Burlington Route Historical Society

2021 Annual Convention,

St. Louis Union Station, St. Louis, MO

Joint Meeting with Missouri Pacific Historical Society

www.burlingtonroute.org

Meetings Pending

Green Bay & Western Historical Society

2020 Annual Meeting Postponed—Check Website

www.gbwhs.com

Work'n on My Railroad...

Ted Zieger

Winter Projects

It's been a long winter with the pandemic and being cooped up. That being said it was a great time to work on the layout. I added a new section of 4'x8' to my layout. I've been working on that. I put up a backdrop in the middle of the 4x8 so you only see the trains on one side at a time.



One addition was a canyon with a mine (shown below). I also added a lake with a resort town on the opposite end. This curves around one end of the addition. On the other side of the partition, I put a vegetable stand and farm (see top of next column). Putting the vegetables together was a bit of a project. The Strawberry plants were 4 pieces to assemble. (They are just to the right of the corn.)



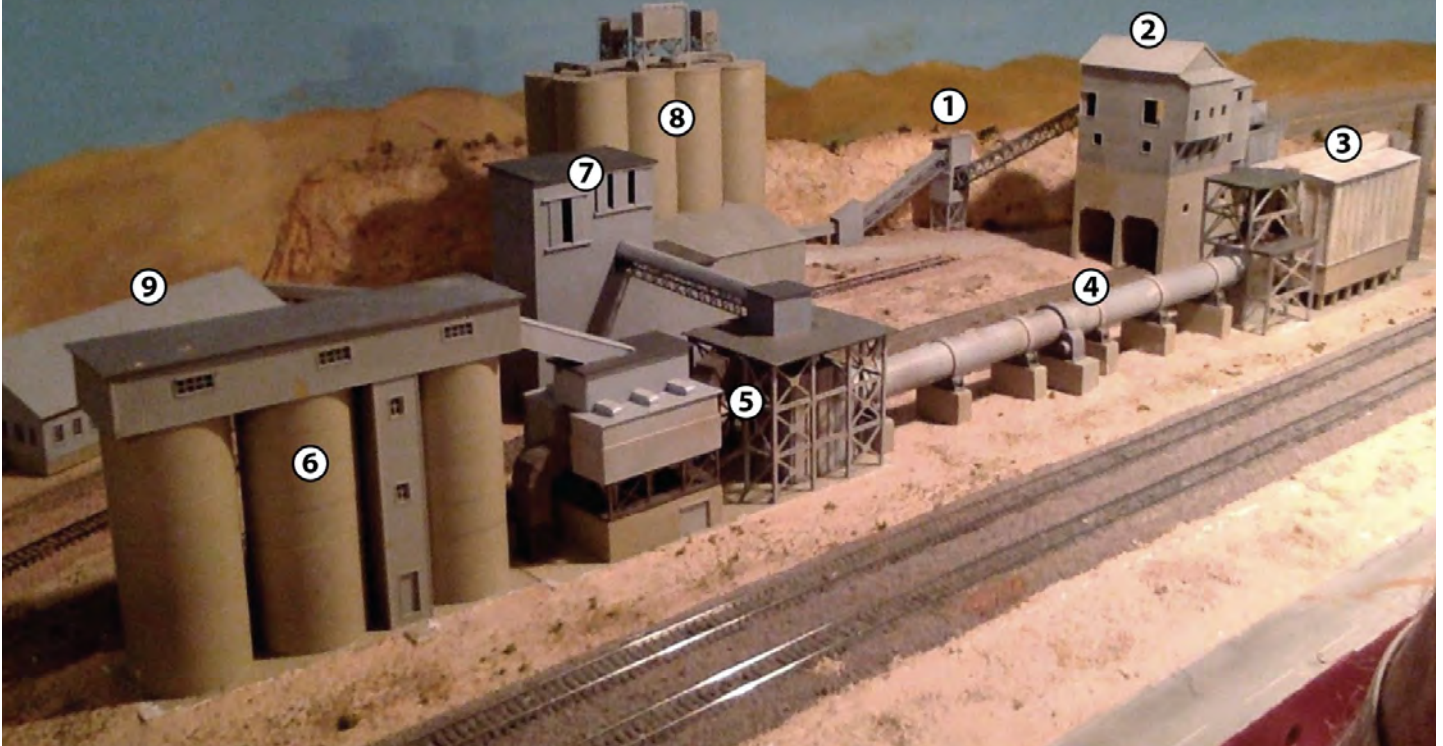
I also added a lake with a resort town on the opposite end. I had fun pouring the lake. The first bottle of Realistic Water I poured I found I didn't seal the backdrop and the front edge good enough. The next morning I found my lake a puddle on the floor. I then resealed and now it worked. It took 5 bottles of realistic water to get what I wanted.

I still have to do the fourth side. I rearranged and got some more basement space and I have plans for another addition.



Modeling a Cement Plant

— Jim Kelly



A highlight on my N scale layout is my rendition of the Monolith Cement plant near Tehachapi, Calif. Cement produced there was used to construct most of California's aqueducts and highways. Like most large industries the prototype is too large and complex to model full scale size on a layout and must be selectively compressed and simplified, but not look as if that's the case.

One way to accomplish that realistic look is to study and understand what the plant does and how each component contributes to that result and that's what I did here, via my own photos and the internet. Understanding the manufacturing flow you can design the model to fit your space and purposes. The siloes or bag house, for example, could be flats against the backdrop.

First of all, the plant's main product is Portland cement, which is shipped bulk in covered hoppers, shorties because the product is heavy. Basically Portland cement is limestone that has been baked and ground to a powder. Along with water and aggregates it's a primary ingredient used to make concrete, which is essentially manmade rock.

1. So, the first thing needed to make cement is limestone. The limestone for Monolith comes from a quarry 1.5 miles away and arrives via conveyor belt. In the old days a narrow gauge railroad did the job. The rock arrives in more or less football-sized chunks. (Size is left up to the dynamite.)

2. The rock is conveyed up into a rock crusher (here a modified Walthers kit.) where it is ground into egg-sized chunks. Some crushed rock is sold to customers, such as my fertilizer plant, but most rock is conveyed to the storage bin.

3. The rock is pre-heated before beginning its ride down the rotary kiln.

4. The ride down the kiln takes 45 minutes and the rock is baked in 1500 degree heat. All the moisture is cooked out of it.

5. Coal is crushed to a powder, mixed with air, and injected into the kiln to be ignited. Meanwhile the rock arriving from the kiln, and now called clinker, is conveyed to the clinker house.

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Modeling a Cement Plant *continued*

6. Coal arrives and is stored in siloes (modified Walthers coal dealer kit)
7. Clinker cools, is ground into cement, and conveyed to bulk siloes (in this case a modified Walthers kit.).
8. Bulk cement is loaded into covered hoppers. Some is conveyed to the bag house.
9. Cement is bagged and loaded into boxcars.

Cement plants in frostier climates are easier to model because, except probably the kiln, everything is enclosed. A plant like this can generate a lot of traffic with arrivals and departures of fuel and product in both directions and making your operation even more fun.



Above is an aerial view of the limestone crusher next to the twin track main heading west to the Loop. Shown below is a "spring time" shot of the famous Tehachapi Loop which Jim modeled to the "T". Note the mid-train helper units approaching the Loop tunnel on the lower level.



Achievement Program News

— Steve Miazga

Steve Miazga recently had a Merit Award judging for the Master Builder Cars achievement award. The model is nearly 100% scratchbuilt and scored 115 points. The HO_{N3} scale car is a model of the Thunder Lake Lumber Company all wood business car which is currently on display at the Rhineland Railroad Museum. No plans were available and the replica was constructed using photographs and field measurements.



In other AP News in nearby Divisions, two NMRA members recently received their Master Model Railroader awards. Earning MMR #669 was Emory Luebke of the Appleton area (Winnebagoland Division). MMR #677 was earned by Jim Osborn of McHenry, IL (Fox Valley Division). Both gentlemen are actively involved in their NMRA Divisions. Congratulations go out from the WISE Division to these two well deserving modelers.

From the Editor

— Steve Miazga

This is my last edition of the WISE Division Owl Car. As I step back, I look back at the last three and a half years and the things that we have accomplished.

We have converted the newsletter to a digital format which has allowed us to use color throughout. It has also allowed us to be flexible in our page count to fit the material submitted. I think these have all been positive outcomes and it has saved the Division the expense of printing and mailing.

I wanted to personally thank all of those folks who have submitted material over these years. A special thank you though needs to go out to two individuals who really took our newsletter to a new level — Jim Kelly and Dave Nelson. Their informative and entertaining columns made our newsletters special.

If you have the time and interest in preparing the Owl Car, please reach out to our Superintendent. I will be happy to help you get started in the role of Division editor.

Rail Fan Gallery

Our Superintendent, Mike Slater, has had the opportunity to get his camera trackside recently. Enjoy these photos from a trip to the Galesburg, IL area and the East Troy Electric railway. If you have some great photos to share, consider sending them to Mike for use on our website, Facebook page or a future newsletter. His contact information can be found on Page 6 of this newsletter.



At left, a mix of rail power leads a hopper train near Galesburg. Shown above, two Iowa Interstate GE units lead an intermodal train at the Quad Cities. Below is a bird's eye view of the Galesburg BNSF rail yard.



Motorman Andy Breaker prepares an East Troy trolley for departure. At right, the trolley passes the cemetery near the corner of Highways 20 and ES.



Two BNSF units and an EMD Tier 4 lease/demo unit heading south at Galesburg.



BNSF weed sprayer train near Galesburg.



One tagger apparently had a lot of free time to put his artwork on this BNSF hopper.



BNSF inspection train at dusk in Galesburg



NRE locomotive rebuild site in Silvis, IL. Anyone looking to buy a locomotive????

Rocky Mountain High????

Looks like a beautiful shot of a rock cut in the Colorado Rockies, right? Wrong! It is actually the top of the famous L'Anse Hill grade on the former Duluth, South Shore and Atlantic Railroad in the Upper Peninsula of Michigan. The Soo Line

acquired this line in the 1961 merger of the two railroads and it became the steepest grade on the Upper Peninsula trackage at 3.45%. This photo was furnished by Ron Kaminen, a retired DSS&A engineer and President of the DSS&A Division of the Soo Line Historical and Technical Society. The photo was taken by Nancy Haun of Skanee, Michigan.



Next WISE Board Meeting

All WISE/NMRA members are welcome to attend our monthly board meetings. All meetings will be virtual until Fall of 2021 due to the current status of Covid.

Our next conference call meeting will be held on Wednesday, May 12, 2021 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.

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



In Memorium S. Nathan "Nate" Kraines March 22, 1932—April 17, 2021



Nate Kraines, a WISE Division member, passed away recently. Born in St. Louis, MO he graduated from Washington University—St. Louis in 1958. He arrived in Waukesha in 1966 and worked as an industrial engineer for several companies and as a manufacturer’s representative for the last 20 years until his retirement in 2000. He was an active and contributing member of Congregation Emanu-El of Waukesha for over 54 years. He was a founder of the Waukesha Tennis Association, a longtime USTA volunteer, beloved contributor to the Oconomowoc Historical Society, and Museum Model Railroad Division for the past 10 years. Throughout his life he enjoyed building model railroad cars, playing tennis and bridge, raising his family and contributing to his communities.

Memories...

"Nate was one of our first members as our museum group got started some ten years ago and he was an integral part during several expansions. His greatest contributions were in the electrical area as that was his career starting many years ago. He was a quiet man but always had good suggestions to make along the way and there was never a task that he would not tackle admirably." — Harry Evans

"I met him at the Oconomowoc Museum railroad project and enjoyed working and talking with him. He gave me some good advice, friendship and help through about 9 years. Nate was a friend to all of us and a great source of information to help in our model railroading. He was a WISE member and won first place in a diorama contest several years ago. We will miss him." — Robert Niedermann



The pictures above and to the left show Nate soldering in feeder wires for roundhouse lighting, adding sub roadbed for a mainline realignment, installing relays and power supplies for our conversion to DCC, and acting as switchman during an operating session, along with engineer Larry Wierer.