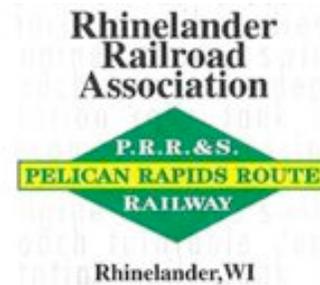


Warrant



December 2010

Narrow Gauge and Rhinelander

by R.G. Blocks

Club focus is on Christmas 2010. The Robbins Railroad engine, bedecked with lights looks like an outlined creature from the past. It should! The well-lit creature played a key roll in the growth and existence of the town we call Rhinelander.

Eight lumber mills, located around Boom Lake, a wide place in the Wisconsin River, created by the dams north of Rhinelander used the river system and lake as a log transport and storage system. However, by 1893 Baird & Robbins constructed a narrow gauge railroad from Boom to Pike Lake five miles further to the north.

By 1895 Baird was gone. Brown & Robbins extended the line another eight miles to the south shore of Sugar Camp Lake. There, the village of Robbins was built. The Brown & Robbins Railroad Co. became a common carrier in 1898. Brown departed and by 1901 it became the Robbins Railroad. The Robbins Lumber Co, not the common carrier built a line 15 to the NE of Robbins village. The timber of Lake Julia and then forests up to Kentucky Lake near Michigan's UP attracted various further rail investments by the firm.

Robbins sold to John Mylrea in 1919. He changed only the lumber company name to Thunder Lake Lumber Co. Common carrier activity was ceased north of Robbins in 1920. The last time potatoes were handled as rail freight was in 1924. Thereafter, rail traffic was entirely logging.

The railroad business peaked about 1929 with near 40 miles of rail and six engines in inventory. Logging along the railroad ended about 1940. Logging in the Franklin-Butternut area, NW of Three Lakes ceased in 1941. Railroad operations ceased June 19, 1941. Rail was torn up shortly thereafter.



All sorts of rumors exist regarding what might be along the right of way, in the many bogs and a few folks claim special knowledge. A fine book on the popularly known Thunder Lake Railroad was written by Henry Huston entitled "Thunder Lake Narrow Gauge". It provides several maps, good yarns, ample photos and the basis for historical fun, modeling pleasure and considerable hunting trips to establish the local of logging camps and rail right of way.



During the summer of 2009 and 2010, this writer, and friend Kevin Marks began to revisit the old narrow gauge railroad paths to see how the old railroad may have impacted the lives of folks along the right of way from creation until today. We had a great time on our adventures. We didn't ruin our vehicles but decided that perhaps we'd best find more rugged machines for year 2011.

gather answers to many of our questions.

Kevin is an excellent student, patient beyond belief and a good sleuth. He's also pleasant and was able to introduce himself to strangers and

The many trails through the forest look, when lucky, like the first photo that we took while walking in the Kimball Creek area of the Nicolet Forest. The second photo is a shed used by the Thunder Lake Lumber Co along the East shore of Big Fork Lake where several old structures exist.

The Narrow Gauge helped Rhinelander grow. It seems worthy of study. We'll keep you posted and would appreciate any insight you or your friends and neighbors may have regarding the topic. It's always good fun to share the knowledge.

Herzor Mine: a one year project (part two)

by R.G. Blocks

This project provides freight traffic for three divisions of our railroad. The mine sits astride the north face of Mount Laura. The building will appear to be poured concrete with some wooden structure when finished. The components, all cut from cardboard, foam, discarded window shades and cardstock by myself or granddaughter Anna are entirely assembled by white glue and a few straight pins.



Above: Two photos show what will be the lower floor loading area, the office building and gravity separation area (thin building) where enrichment of the product takes place. Note the wooden box provides a bit of positive force to keep sections aligned while glue dries. The entire building was thus constructed of modular sections.

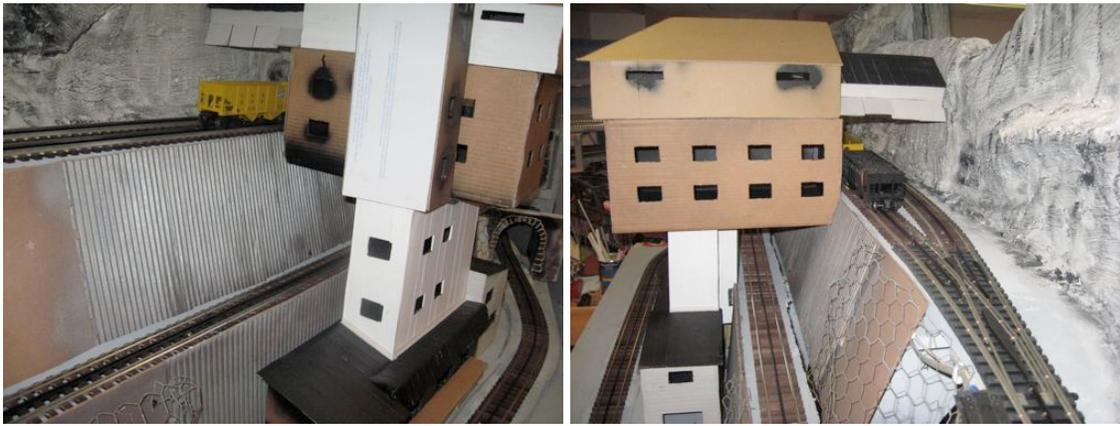


Above: The main processing building has been placed upon modules shown at the top of the page. A mine elevator shaft building is on the right. Buildings have been sprayed with black paint to disguise the interior. In the foreground, the roll crushing building is being assembled. Note the use of pink plastic foam to shape and stiffen the building. Litter was kept to a minimum; but, Marge kept her eye on us...

Anna and I worked on the project during her summer and winter school breaks of 2008-2009. It was a good diversion from scenery construction for the TR-C&NW. The mine is a necessary key component of one major interest area.



Above, Anna poses with the various buildings. All have been sprayed black inside and are being covered with various weights of white paper (20 to 90 lb) representing concrete, wood siding, trim and some roofing. Roofing is discarded window shade.



These two photos show our building as it is being ‘fit’ into what will soon be it’s home on the North face of Mt Laura. Scenery and model will be completed together.



Herzor Mine has been covered in paper to represent wood or concrete and is now a permanent fixture on the layout.

Neither the mine or scenery have been detailed in the summer of 2009.

In this view we find the building looks a bit grimier than the mountain area. This will change in the next year.

It is clear that the retaining wall needs to exhibit rust, dirt and un-kept foliage.

Mount Laura needs vegetation and we need to provide a tank car unloading line to provide fuel oil to the mine.

The mine does not have a single chimney, vent, window covering, or signs of uneven wear and tear, spills, dirt and dust at this point. We’ll cover those details in a future article.

The tracks need ballast but they work-fine and clearances have been adequate. Thus, detailing will be accomplished before the TR-C&NW is ready for prime time. This is a construction article about a custom building. Nothing is perfect: we’re having fun and learning with kids.



Written by Roger G Blocks, Sep 14, 2009.

Coming on a Siding near you:

Dec 18th, 2010 – Saturday, 1PM Open House at the Depot.. we'll need member's to help with the public. Thanks. Info via Jim Brown at: cj.virginlake@frontier.net

January 15-16, 2011- Sat & Sunday 14th Annual Model Railroad Show & Sale- Stevens Point, WI Ramada Hotel- Corner of Business 51 & North Point Drive
Info at www.trainweb.org/cwmr Or Contact Tim at btvictor@charter.net

January 29, 2011- Great Tri-State Rail Sale- LaCrosse Center- 2nd & Pearl Streets
LaCrosse, WI Info at: www.4000foundation.com

February 20, 2011-WISE Division Meet-Country Springs Hotel-Waukesha, WI
www.wisedivision.org

February 19-20, 2011- Mad City Model RR Show- Alliant Energy Center- Madison, WI
www.nmra-scwd.org

March 5-6, 2011- Traintime 2011 Model Train Show- MSOE-1025 N. Broadway
Milwaukee, WI Free Admission

March 5-6, 2011- High Wheeler Train Show- Harper College- Palatine, IL
www.highwheelertrainshow.com Or www.foxvalleydivision.org

March 13, 2011- Metro Model Railroad Club Show- Circle B Recreation Center
Hwy 60 Cedarburg, WI- www.metrorrclub.org

April 9-10, 2011- 10th Annual Model Train Show- Menomonie Middle School
Menomonie, WI Info Call: (715) 505-4044

April 15-17, 2011- NMRA Midwest Region Annual Convention- Madison, WI
Info at: www.nmra-scwd.org/Badgerland

Membership Contacts RRA:

The Association has 33 members at the moment with a couple of additional memberships either contemplated or pending.

We are doing well. Enthusiasm is high. The trains are running.

Hence, Rhinelander Railroad Association is healthy (not wealthy) and growing.

If you need to contact a member simply call Jim Brown or Bob Lake and they'll help you get in touch with that person.

We no longer publish lists of the membership.

PRESIDENTS MESSAGE

by Jim Brown, President, R.R.A.

I would like to wish all members of R.R.A. a Merry Christmas and Happy New Year.

I want to thank you for your support and many courtesies in 2010 and look forward to working with you in 2011.

Election of Officers was held on the December 1st meeting and the slate is as follows:

President: Jim Brown
Vice President: Bob Lake
Secretary: Alan Duchrow
Treasurer: Norm Braeger
Editor: Roger Blocks
Assistant Editor: Brendon Marquardt.

Most of the foregoing were railroaded right in!

Norm Braeger just turned 81 on Dec 8th: so, we wish Norm a very happy birthday. Norm in turn wishes to thank the members involved in decorating the

Note from your Editor:

Merry Christmas and Happy New Years. We'll do our best to keep you informed regarding various railroad affairs elsewhere, our membership, their projects, RRA group projects, and the goals and aspirations of RRA. Color Photos in this issue were taken by myself and are used with my permission.

The purpose of this newsletter is to inform and educate. We have several constituencies in RRA. You might fall into one or more of them. I'll attempt to inform, educate and entertain: model builders, model operators, model designers, model painters, the lover of rail sound, the smell of rail and the order of things. I'll try to include something for aficionados of transportation, history, art, electrical, maintenance, computers, collecting things, polishing things, counting things or talking about train stuff. My own bent is simply the fun of a hobby, the fun of dealing with people and group projects. I am also a student and am simply that model railroader who loves the real thing and must own a little railroad model because a real one is far too dirty, big, expensive, noisy and just more than the spouse will tolerate. *R.G. Blocks* 11/4/2010
rgblocks@me.com or 715-546-2807

Depot and the outside train and cars for Christmas.

Coming this weekend on Saturday, December 18th will be the Open House and Christmas Party at the Depot. It starts at 1PM and ends at 5PM.

We held an informal party at the Jim Brown place on December 4th. No one went away hungry. We ran the trains and had a good time.

We appointed Ewing Row an Honorary Life Member for his fine job as Editor of the Warrant and dedicated work for the Rhinelander Railroad Association for many years.

The next meeting will be Wednesday, January 5th, 2011 at 7PM. Please send any agenda items, desires, requests and the like to me: I remain

Jim Brown, President,
Rhinelander Railroad Association
Phone 715-282-5232