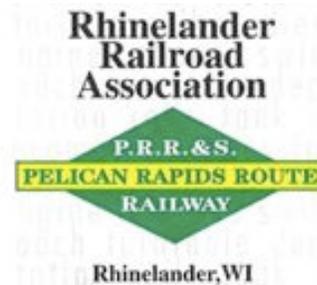


# Warrant



December 2011

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## **President's Message: Greetings from the "Old Man"** *by Jim Brown, President RRA*

I guess it's that time again, a little late perhaps with the holiday season and deer hunting and all that good stuff! Looks to me that Christmas is right around the corner. How about you guys out there?

The news is that the new Rhinelanders Modular Rail Group is now up and running at the Northwestern Depot located at 123 S Brown Street, Rhinelanders, Wisconsin! This is perhaps the most ideal of locations. A corner storefront in Rhinelanders's beautiful downtown.



*New guy Tom Theilig (left), Tim Sheldon, and Tom Kolbeck discuss the start of scenery. It's all about ideas & fun. Lots of smiles and progress !*

Guys forming the Rhinelanders Modular Rail Group are all active members of RRA. They want everyone to know they are building a modular rail system in HO and that each of them is a stakeholder in this particular venture. Each is putting sweat equity and their own 'flavor' to their module while keeping with the initial design and spirit of the enterprise.

Modular sections are set up with two mainline rails ready to go. Work is being done on sidings, scenery, wiring and so forth currently by eight individuals. Tom Kolbeck is the "Main Man" on the project. Module design was described in the October issue of Warrant. The Rhinelanders Modular Rail Group is turning their plan, their dream into reality and are up and running.

In addition to Tom Kolbeck are: Messrs Norm Braeger, Bob Lake, Mike Koltz, Alan Duchrow, Brendan Marquardt, Tim Sheldon, new members Tom Theilig and Bruce Anderson and myself. New guy Tom is from Rhinelanders and



Bruce is from Eagle River. Welcome aboard to both!

Times for the public to come in and be entertained are posted on the door. Let everyone know we're open Noon to 4 PM daily except Monday when we are closed. They can view what is going on in a nice warm and bright easily accessible street level access. An article was written up in the Rhinelanders Star Journal with Tom's picture on the front page. Their write covers what is taking place at 123 S Brown Street.

Tom and all the others involved in the project are doing a great job!

The RRA Christmas Open House will NOT be held at the Depot this year. Instead, it will be held at the new location, 123 S Brown Street on the 17<sup>th</sup> Saturday and 18<sup>th</sup> Sunday of December. For more information, call Tom Kolbeck at 715-453-6398.

Election of officers for RRA will take place at the 2012 January business meeting Jan 4, 2012. Nominations for officers will take place at the next business meeting of RRA, on Wednesday, December 7<sup>th</sup>, 2011 at 7:00pm. Please note that both meetings will be at the new location, 123 S. Brown Street, and not at the Depot. The reason for moving the meeting location is temperature related.

The new location at 123 S Brown helps us better support downtown businesses of Rhinelanders. The location helps us provide an attraction for kids when parents come shopping. Model railroads provide good ideas to parents and grandparents for presents. We provide excitement and proximity to Northwestern Restaurant and Hotel. So when the kids say I'm hungry, simply note that Tim Biermirer, proprietor of The Northwestern Hotel is the quiet benefactor providing the location, heat and light and garners all of our thanks.



When you need a bit to eat; try the Northwestern at 119 S Brown, it's one door north, clean and convenient. Then hurry back next door and yell "All Aboard."

Take Care, Jim Brown, President RRA.

Rhineland Railroad Association

## **Railroad Happenings: or semi local coming events..**

December 4, 2011 WISE Division Meet, Best Western Plus Midway Hotel, 1005 S. Moorland Rd, Brookfield, WI

January 15, 2012 WISE Division Meet, Best Western Plus Midway Hotel, 1005 S. Moorland Rd, Brookfield, WI

January 21-22, 2012 Arctic Run Train Show – Holiday Inn – Stevens Point, WI  
More info at: [www.trainweb.org/cwmr](http://www.trainweb.org/cwmr)

January 28, 2012 Tri State Rail Sale – La Crosse Center, 2<sup>nd</sup> & Pearl Streets, La Crosse, WI  
<http://www.nmra-scwd.org/Badgerland> or [www.4000foundation.com](http://www.4000foundation.com)

February 18 – 19, 2012 Mad City Model RR Show – Alliant Energy Center, Madison, WI  
[www.nmra-scwd.org](http://www.nmra-scwd.org)

February 19, 2012 WISE Division Meet, Best Western Plus Midway Hotel, 1005 S. Moorland Rd, Brookfield, WI

March 3 - 4, 2012 High Wheeler Train Show, Palatine, IL info at  
[www.highwheelertrainshow.com](http://www.highwheelertrainshow.com)

March 9, 10, 11, 2012, Midwest Region Convention, Annual Meeting of Members,  
President Abraham Lincoln Hotel, Springfield, Illinois. Discount Amtrak fares: host  
Illinois Valley Division.

March 11, 2012 Metro Model RR Club Show & Swap Meet, Circle B Recreation  
6261 Hwy 60, Cedarburg, WI info at [www.metrorrclub.org](http://www.metrorrclub.org)

March 18, 2012 WISE Division Meet, Best Western Plus Midway Hotel, 1005 S. Moorland Rd,  
Brookfield, WI

April 15, 2012 WISE Division Meet, Best Western Plus Midway Hotel, 1005 S. Moorland Rd,  
Brookfield, WI

April 28 – 29, 2012 Titledown Train Show, Shopko Hall, Green Bay, WI  
Info at [www.ttsgbllc.com](http://www.ttsgbllc.com)

May 5, 2012 NMRA Winnebagoland Division Spring Meet, Plymouth, WI

July 29 – August 4, 2012 it's the 77<sup>th</sup> National Model Railroad Convention, Grand Rapids, MI.  
The host club is found at [www.grmrhs.org](http://www.grmrhs.org) a 100% NMRA club. For info on the  
convention: [www.gr2012.org](http://www.gr2012.org) Seventy fantastic layouts within one hour of the 12<sup>th</sup> best  
hotel in North America (Amway). Let's all go!

April 2013 Convention, Midwest Region, Marriot Indianapolis, IN (tentative).

## **Congratulations: Paul A Wussow**

*by R.G. Blocks*

Paul Wussow has a long background in the hobby of model railroading. Thus, when he was recognized for attaining NMRA's Author Certificate (see the latest issue of NMRA Midwest Region, Waybill, Winter 2011 Edition) I was not surprised. He earned it. The Author AP signified that he had presented Clinics or talks to NMRA bodies regarding prototype or model rail, Articles in NMRA National, Regional, Divisional or 100% Clubs (that's where TLMRC comes in nicely), Internet and multimedia publications. Paul is well known and regarded for his photographs and movies and has presented selections of his work to the Kalmbach Library. Paul was once a NMRA Division AP Chair. Now, he's the awardee. Good going Paul.



During the past few months Paul has worked and reworked his documentation for the Model Railroad Engineer Electrical AP Certificate. Much like Model Railroad Author, he'd done much of the work and basically only needed to get the documentation done. Paperwork takes time. His work on Electrical was fantastic. He's also a great educator, helper, diagnostician and pal.

I've had the pleasure of working with Paul on a number of projects. He's also dedicated, experienced, very knowledgeable and this is beginning to sound too good.

## Rhineland Railroad Association

The Electric Achievement Program (AP) requires wiring 5 blocks, a passing siding, a way to reverse a train, a three-track yard, and storage for two engines, a protected power supply, wire and demo a turnout and other similar challenges. The list is finite. I've even been working on it. All those working on the Rhineland Layout modules will get considerable credit for Electrical AP if they are NMRA members.



Here Paul is receiving the Electrical AP Certificate from his friend and fellow TLMRC modeler T. Bon French. Pals for many years, Paul and Bon share common attributes: they thrive on hard work, dedication, are self-starting, energetic and a share a love for HO and prototype railroading.

Paul now has three AP Certificates. They are Volunteer, Author and Electrical. To attain the coveted Master Model Railroader status he must earn a total of seven Certificates from four different skill areas. He's well on his way after simply setting his sights to get this one done a year ago.

I too am working on the AP program but do not have Paul's depth of knowledge or long history in NMRA. We are both currently working on Dispatcher (which should be a snap for all those guys involved in module building and operations). Further, we are working on Civil Engineer and have much of that already done with the exception of getting items displayed and documented properly. You can look up the requirements of NMRA AP tasks on the Internet. Enter: NMRA MMR in Google or [www.nmra.org/education/achievement/ap\\_master.html](http://www.nmra.org/education/achievement/ap_master.html) should be pasted in your search engine.

Paul's wife is recovering after surgery. Thus, in a note he says: "Yesterday we trimmed the tree and decorated the house in Glen Ellyn. Laura and Pat, Brian and Kristen joined Sharon and I to get out the tree and decorations. Inside and out the house is just about ready for Christmas.

While Laura and I were putting up the outside lights Brian and Pat got out my dad's G scale train. It was his tradition to have the LGB train run around his tree. When he moved into the assisted living center we started setting up the LGB track around our tree... "

Paul goes on to wish everyone in Rhineland a very merry Christmas and success with the module construction at 123 S Brown Street.

## **Pocket Watches**

*from Jack Zimmer with some editorial modifications*

Where might you find a watch you could trust in 1880? You might go to a store. But, the guys who had time pieces that could be trusted worked on railroads as station hands, engineers, dispatchers and the like. You might consider a trainman as a knowledgeable source.

The railroads didn't sell watches. However, the telegraph operator typically worked at the train station a fixed location. The telegraph lines serviced the railroads and towns ran from rail station to rail station. The railroad was where time was important. The station operator or telegraph operator was there in one place most of the time. He's the guy folks saw daily. He was dependable like the railroad and the watch.

So it was that telegraph and station operators sold things for folks to supplement their railroad wage. Richard Warren Sears, born in 1863 in Stewartville, MN, lived in Spring Valley and Mankato, MN. His father failed in business and young Richard learned telegraphy and was employed by the Minneapolis and St Louis Railroad and in time became station agent at North Redwood, MN.

It is said that a local jeweler refused a consignment of watches as too expensive and Richard asked the manufacturer's permission to try and sell them. Permission granted, he enlisted the help of other station agents. Within roughly six months his business was so good he resigned from the railroad. Thus, in 1886 he moved to Minneapolis where he founded the R.W. Sears watch company. He was twenty-two years old. His clients were the unsophisticated farmers, loggers, and train travelers of Minnesota and northern Wisconsin.

He met partner and watch repairman, Alvah C Roebuck in 1887. Headquarters of Sears, Roebuck and Co was established in Chicago and mailing a 197 page catalog in 1893. Roebuck fixed the many returns. By 1895 Roebuck tired of the work and sold his interest for \$25,000. Sears advertised in farm magazines and by this time had a catalog of some 300 pages. Sears found a new partner and key financier in 1895 as well as a future president of the firm, one Julius Rosenwald. That year the catalog was 507 pages and offered 3% discount for cash on ordering.

The business grew by delivering to the farms of the nation a product, beginning with watches that were reliable. He standardized his products and stood behind what he sold. Richard Sears retired from his firm in 1908 due to poor health. Annual sales were \$40 million. He sold all his stock in 1913 and died in 1914.

The company that still bears Sears name is located in Chicago, deals in watches, and like the railroads, tries to keep up with the times. It sells model trains at Christmas time for sure.

## **Time to Renew your Membership**

It's that time of year. Renew your membership in the Rhinelanders Railroad Association. Send your renewal to Norm Braeger, Treasurer at 417 Lincoln Street, Rhinelanders, WI. Prices remain, as ever \$20.

Send questions or observations to either Jim Brown, President at 2372 Pine Cone Drive, Tomahawk, WI 54487 or Bob Lake, 1344 Eagle Street, Apt A, Rhinelanders, WI 54501. Better, join us for our monthly membership meetings at 7 PM on the first Wednesday of each month at 123 S Brown St, Rhinelanders during the winter. We normally meet at the Logging Museum in temperate weather. All members and the public can express their opinions.

Want to write an article? Complain to the editor? Want to be heard and feel writing is your style. Send your written articles and pictures to Roger G Blocks, 1162 Medicine Lake Lodge Road, Three Lakes, WI 54562 or [rgblocks@me.com](mailto:rgblocks@me.com). Thanks! Call me at 715-546-2807 or 262-989-4338. Have a great month. Blow your horn!

## Baker Street Station, Fort Wayne, Indiana *by R.G. Blocks*



Seeing Baker Street Station for the first time was stunning. It was beautiful. It was unexpected. Located at 221 West Baker Street, Fort Wayne, Indiana the station is a page out of the past. What a page!

The station was open for business on March 23, 1914. This was an expensive station. It cost \$550,000 to construct but would be the gateway to the city of Fort Wayne. Rail service to Ft Wayne had been in operation since about 1859. This town was no stranger to the iron horse.

Three railroads served Ft Wayne in 1914. The largest of these was the Pennsylvania Railroad, which had car shops in the city since 1837 and employed about 1000 men at one time. The Pennsy was one of the city's major employers well into the twentieth century.



This station saw the feet of about 10,000 people on opening day. It was the largest and finest of the City's four stations. It would remain the city's biggest portal, handling about 3,000 folks per day during WWII.

Presidents Harding thru Eisenhower made whistle stops at this station. In recent years it is the place where the Santa Train stops.

William L Price of Price and McLanahan of Philadelphia designed Baker Street Station. He did all the Pennsy stations from Pittsburgh to Chicago. The Cruciform structure has classical and medieval elements including arched windows, barrel-vaulted concourse, elaborately buttressed corners, parapeted gables, terrazzo and marble flooring. The oak wood and bronze lamps and vents ad highlights few stations can match.

It is on the National Register of Historic Places. (#98001056). Today it is a banquet facility and home to the architectural firm that restored lost luster. It is an amazing place.



## **Last Page, Not the Last Word** *by Bob Lake, V.P. Rhineland Railroad Assn*

Right out of the hat (or bucket) comes a late thank you to one of our many talented members.

While Mr. Paul Wussow is a man of many parts, not the least of which is generosity, he has been poorly used until this very moment. After arriving at the Depot with two (2) truck loads of



rolling stock which were literally gobbled up by the membership whose intensity momentarily overshadowed our benefactors immense good will. Only after all the "Wow's and Look See's" it did come to mind that no one has yet thanked this generous man for his donation. Paul thank you. Your father's yesterday rolling stock becomes today's

pleasure on our new modular setup.

Further, Paul road tested his hypothesis with his sensitive dual trace Tektronix oscilloscope so we could diagnose the problem with engines faltering on the far side of the layout. Based on the excellent signal clarity, great DDC waveform, with local intermittent noise at the problem site, reported by the 'scope, we eventually found some 'thin rails', worn down by years of perhaps excessive cleaning abrasives at the root of our problem. Again, thank you Paul. Kudos for a job well done.

As many of you already know, we have opened the storefront of Northwestern Depot for the exclusive workings of the Free-Mo project. Again, another member has gone above and beyond in securing this location (123 S. Brown St.) that we have temporarily RENT FREE including heat



Rhineland Railroad Association

and light. Nowhere can a better deal be found this side of the Mississippi, thanks to RRA member Tom Kolbeck! Tom fashioned an arrangement with a kind philanthropic gentleman, Tim Biermirer, the proprietor of The Northwestern Hotel.



It was a rewarding sight to see several members (and one potential member, Tom Thielig) knuckle down and begin the 'decorating' process on each of the assigned units of the layout. Our goal is to have the rails fully powered and trains running unimpeded no later than our Open House December 17th and 18th.

Early one recent morning, our President, Jim Brown and wife, Carol, materialized on site and installed the two modular layout units Jim has been preparing at home. His units completed the circle and when the 'slackers" who were still laying in bed finally got up and down to the depot discovered the final contributions to the layout, trains were running wild for a few hours. After that, the rolling stock fun interfered with our fellows trying to raise houses, grass, gas stations and other items of interest and were eventually removed and stocked against future need.

This is an adventure that stirs the soul. Evident is the passionate enthusiasm with which members are diving in and doing while learning and learning while doing. The educational experience and exchange of information is incredible.

We have had two newspapers interview us at the depot and the local TV station, Channel 12 shot scenes of moving trains and workers actually working! There, now we have proof, if there was any doubt.

Also many citizens have dropped in and our efforts have received terrific reviews! A Gent from Minnesota stopped by and was given the throttle for a few rounds and the Glow of Excitement on his face was voiced by his comment that he felt like a kid again! The same thing happened with a group of Intermediate School students who stopped by bringing Christmas Carols and good cheer to the Depot. In response a turn at the throttle was offered and the first to volunteer was a young lady of about 12!

I wish to report to the membership that we have an audience. The word is getting out. The visitors from the furthest away (California) heard someone mention the Depot was open to visitors and showed up at our door with exclamations and sounds like one would hear at a fireworks display. You might say that folks from Beautiful Downtown Burbank have arrived in Beautiful downtown Rhineland!

Bob Lake