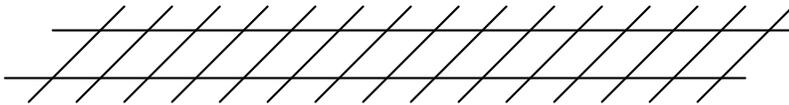
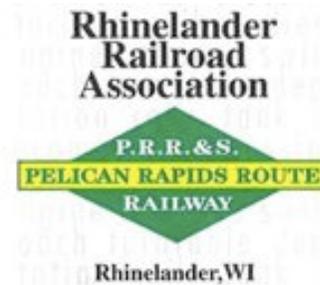


Warrant



July 2011

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

So, how are summer, spring and winter going for everyone out there? You say you do not like the Wisconsin weather? Stick around; it will change in the next hour or so giving you three choices within a week! So much for that subject.

The lubrication and maintenance clinic is over and I hope all learned something from it. The viewing of the layout gave people another idea of what can be done using materials that were talked about at the May clinic. It is just a matter of getting in there, going at it and doing what ever trips your trigger! Each individual has ideas that could be helpful to another! We can all learn from each other. A thank you for all that attended!

With the next two months of July and August being busy with holidays and vacations and such, we at RRA are going to hold off on the clinics until September. If anyone has ideas for a specific clinic or has an idea of what they would like to talk about, let Bob Lake, Roger Blocks or me know!

The **next business meeting of RRA will take place on Wednesday, July 6th, at 7:00 pm** at the Depot. Hope to see you there! Take care, Jim Brown, president, RRA.

Portable Rail Modules: a view

by R.G. Blocks



Jim Brown when building his layout incorporated two formerly portable modules into his final product. They are along the wall and under the stairway. Both blend into the final scene so well that they give the term transparency a new twist.

To the left we see Jim's bridge and chasm with a rock wall. The layout features considerable rockwork of foam (but that'll be a 'Jim on Foam' story at some future date).

Jim's work surely must be an inspiration for others. Note in the next photo the detail when viewed from along the track height. It's this sort of view that a small child or older folks without arthritis might see. This important, lower view



is what has been the center of discussion at recent meetings. Kids must be able to see the scene. It's not always fair to require dad or mom to lift the tyke for a 'better' view. Thus, the view on the left is the child's eye view that we all hope will remain in our own eye forever.

To the right is the tall guy view of the blending of two, formerly modular layout segments with the permanent scene they were to join. The camera was placed along the wall in lieu of a tripod. A bit higher view than most eyes could see.

Notice please the neatness, care and smooth track-work. The results were exhibited to both RRA and TLMRC members with flawless operation. It isn't luck that makes it work. Planning, dedication and talent play a major role.



Jim refers to himself as the 'old man'. I simply through in a few words to let you know that behind his charming demeanor is the heart of an artist. His layout should inspire those of us building modular sections to greater efforts. In my own case getting old is happening for sure. My own artwork improvement is strictly planned hope.



Free Mo Demo: in Racine

by R.G. Blocks

Much of what we've seen regarding Free Mo has been due to the efforts of Mike Slater, President of the WUJRRC (Western Union Junction Railroad Club) located in Sturtevant, WI. Mike's Free Mo modules are setup currently in the back room at Gary's Hobby Shop on Durand Ave (WI Rt 11) east of Sturtevant, in Racine, WI. He and his work are pictured to your left.

Mike has been instrumental in championing the construction of modules that conform to the Free Mo standard. To that end he has loaned the RRA and TLMRC the standard Free Mo module. Mike stated, "Provided we construct our



modules to be compatible with the standard Free Mo module they will work fine with any Free Mo module.” The standard module was used at the 75th National Convention of NMRA in Milwaukee and is show in the photo to the left.

The piece of paper atop the standard module has this writer’s design for two modules described in the next article below. The two plugs that lay in the creek bottom are standard Jones plugs. Note the DCC control interface on the left side of the module. There is another such interface on the opposite face kitty corner from this one.

Module height is specified by Free Mo to be 51 inches. The legs used by Mike are simply two 2 x 2 inch (that’s 1.5 inch actually) boards laminated (glue & screw) into a square. Height is adjusted with screw bases as shown below left. He’s used a decent version of these adjustable feet. A carriage bolt would work just as well. Note the outer frame is painted dark green so as to not take the eye away from scenery.

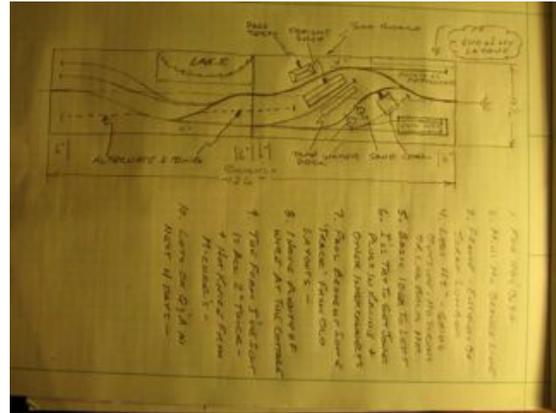


The photo above right shows the control interfaces on another module. One on each side allows either face to be used by operators without constraint. Note the use of color-coded wire for power. He has a DCC bus, and accessory bus power setups. Mike likes to put a six terminal strip at each end. Then, he wires between them with 12-gauge wire and makes his track feeds out of 6-inch long wire (24 gauge or there about). The pigtails for between modules are twelve inches long and hang from the terminal strips. The DCC bus has Jones plugs on both ends.

Two Guys in Three Lakes: that's us *by Paul A Wesson & Roger G Blocks*

Three Lakes was to hold it's annual boating Shootout fund-raiser for the Fire Department on the south shore of Big Lake on June 24, 2011. Folks run their boats against a stopwatch on a short 1000 yd course. It's a sprint that finds some very fast action (as in 160 mph). An airport fly-in was held at the same time to add another supportive dimension. We are volunteer airport managers and would be very supportive of the fund raising activity this day.

Paul suggested we also participate with a Free Mo module setup at the Three Lakes Municipal Airport Terminal building (planes, trains and boats). We started construction one week before the Show. One long day was spent building two modules. Each was about 19.5 inches wide and 63 inches long. They, akin to Jim Brown's modules, will end up as semi-permanent On30 branch line modules on Roger's layout. Modules would fit the Free Mo standard for a narrow gauge



branch line on his permanent layout. Physical size was a constraint we had to 'enjoy' given the room available. The aisle width in the basement and the length and width of a Saturn Wagon were our constraints.

On30 and HO is actually the same gauge. Rail used is code 83. Roger is building the narrow gauge Thunderlake & Outasite RR (or T&O) in On30 to feed an existing O gauge railroad. This modest operation will provide a ready supply of potatoes

and timber from the forests around Three Lakes and valued ore from Outasite Mountain. HO track will look fine for an



HO branch line in Free Mo and ties can be disguised in On30.



Roger's sketch provided the basic idea. #6 Turnouts, 24" minimum radii, 3.5 inches between track centers & layout edge, 6-inch end constraints forced the final layout. These T&O Free Mo modules will provide a single-track branch-line with a passing track. A dual track HO mainline

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(such as RRA members are building) required centerline-centerline spacing of track that is too narrow for On30 engines to pass.



Roger went to Racine for a funeral after building the two frames and dropped the work at Paul's doorstep. On Thursday Rog returned and Paul thought the final product would be better if an inch and a half foam layer was set into the modules. That way we could simply cut-in a lake with a knife after track is laid. Also, two two-foot long module extensions had to be made to allow for an engine and cars during switching moves when the modules were operated 'stand alone'. This points

out the best of Free Mo: flexibility of purpose, utilitarian, and a very useful solution to modeling.

We can do 'stand alone operations' using the four modules and perform a switching demo or be the basis of a clinic. We can be a branch line attached to other Free Mo modules and off to one side of a main line. We can be a single track main within a Free Mo mainline using either one or two of our modules. Also, we can be part of Roger's permanent T&O. This meant completing both main modules and building the two extensions within the space of a week.



On Friday cork roadbed was laid for about



40 feet of track-work that included seven turnouts. Code 83 rail was laid using Paul's experienced personal skill-set. While Paul laid rail, Roger drilled holes, cut and installed feeder wire on either side of the turnouts and extensions (about two dozen feed wires). Paul demonstrated his technique of soldering to light rail. Roger parroted the soldering technique well enough and at 1:30AM Saturday morning we finished.

At 9:00 AM Saturday morning we delivered our four modules to the Three Lakes Airport. Paul assembled the various parts and the T&O (version 1.0) ran flawlessly from about 11AM to 5PM that day as a demo for both the TLMRC and RRA. Rolling stock was On30; however HO would have worked. It was a co-operative effort with a time constraint. Two plus days of work resulted in four flawless working modules. Who would have believed? Perhaps a couple hundred visitors saw the unit run on Saturday June 25th. Gratification in one week!

Mike Slater's Standard Module

by R.G. Blocks

Mike pointed out the salient features of the model used as a standard at the NMRA 75th National Convention for the Free Mo crowd. If everyone matched the module it would be a lock synch that they would match everyone in Free Mo. Mike was kind enough to loan us the module for a few weeks (see earlier article *Free Mo Demo: in Racine*).



Two digital command hardwired interfaces diagonally mounted. Use of terminal strips at the end of each module with Jones plugs for track power (pricy little devils), and trailer plugs for accessory power (inexpensive little devils). He likes color-coding his wire.

To the left, Brendan Marquardt our RRA Assistant Newsletter Editor and now RRA website designer and implementer: please see: <http://www.R-R-A.webs.com/> where his efforts at developing the RRA website does an excellent job showing the RRA Free Mo modules being laid out and cut to shape.

A spirited RRA discussion has been going on for several weeks. Module height, module leg construction, cost of wiring, the impact of DCC and classic controls all impact the final product.

Left to right: Allan Duchrow, Librarian: Tom



Kolbeck, Chief Engineer: Bob Lake, VP, Museum Docent, and RR Author: and Brendan Marquardt are engaged in discussion about their plans and seeing an actual Free Mo module for the first time.

It will take more discussion and good planning to insure the long-term benefits of Free Mo get combined with the possibly short-term constraints of the club members. We are a pocket book sensitive group. Our wants and needs may not be universal; but they are our wants and needs. Hence, there will be some bending of the Free Mo rules. The idea is simply not to break the rules and be capable of a smooth connection with the standard module.

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Railroad Happenings: or semi local coming events..

July 3-9, 2011 NMRA 76th National Convention, Sacramento, California

See <http://www.x2011west.org/>

October 15, 16, 2011 Cisco Junction Train Show, Cisco Center, 325 Eldon St Cisco, IL
Cisco in between Champaign & Decatur, IL: Tentative: Monticello RR Museum will operate 401
Steam Loco: contact Don@ciscojunction.com or 217-669-2261.

Nov 12 & 13, 2011 Trainfest: 9AM – 5:30PM The largest Train Show in USA, State Fair Park,
8200 West Greenfield Ave, Milwaukee, WI. Maps and more at:
<http://www.trainfest.com/Directions.html>

July 16, 2011- Railfair- Copeland Park- LaCrosse, WI Info: www.4000foundation.com

August 13-14, 2011- Layout Open House- Railroad Lodge- SSSMRE- Sheboygan, WI 1001 N.
10th St. 10:00-4:00 Food & Refreshments

August 18-21, 2011- Soo Line Historical & Technical Society Annual Convention
LaCrosse, WI Info: www.sooline.org

August 23-28, 2011- Clipper City Model Railroad Club Open House during the
Manitowoc County Fair www.manitowocountyexpo.com

September 18, 2011- WISE Division Meeting, 12:30 PM Best Western Airport, 5105 S Howell
Avenue across from Mitchell Field. Three Clinics TBA

Sept. 24-25, 2011- Green County Model RR Show & Swap Meet- Monroe, WI
Stateline Ice & Community Expo- 1632 4th Ave. W
<http://www.gcmrrinc.org>

October 1, 2011- NMRA Winnebago Land Division Fall Meet- Lakeshore Lanes-
Sheboygan, WI Info at: www.wld-nmra.com

October 1, 2011- 2nd Annual Hope Train Club Show & Sale- Wesley Center
199 E. Jefferson St. Waupun, WI (920) 324-2350

October 15-16, 2011- Layout Open House- Railroad Lodge- SSSMRE-
Sheboygan, WI 1001 N. 10th St. Food, Refreshments & Fun 10:00-4:00

October 16, 2011 – WISE Division Meeting, Veterans Terrace, Burlington, WI

October 23, 2011- Cedar Creek Central Model RR show & Swap Meet Circle B Recreation -
6261 Hwy 60- Cedarburg Info at www.lammscape.com/cedarcreek

November 5, 2011- Winnebago Land Division Annual Operating Session- Waupaca, WI Info at:
www.wld-nmra.com

November 12-13, 2011 – Trainfest, State Fair Park: Note: Early Bird Tickets are \$8 at
Milwaukee area hobby shops Greenfield News and Hobbies- Greenfield, Hiawatha Hobbies-
Waukesha, Silver Spring Hobby & Games- Milwaukee, Sommerfeld's Trains- Butler, South Side
Trains- Milwaukee, Walthers Terminal Hobby. Outside metro Milwaukee: EngineHouse

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Service- Green Bay, WI , J & D Whistle Stop- Sheboygan, WI, Lombard Hobbies- Lombard, IL, Madison Hobby Stop- Madison, WI (more later?) Always check locally with Dale at the Choo-Choo store in Three Lakes for any changes or updates (*the editors unsolicited advice*).

Face Yourself: and Face Me Please

by Bob Lake

Not once, in all the years of my youth and adulthood did I ever pray for preservation of my hearing. Cancer scared me. I prayed about that. Safety for my children was a frequent topic. The health of my family, friends, the poor of other nations all fell under the column entitled "Prayers" in my mind. When perceived disaster struck, I bargained. This for that, I promise! Knowing full well that it didn't work, it was never the less the last ditch effort of desperation. Like counting on winning the lottery.

I never considered the actual loss of my ability to hear as being a possibility or worse, a certain event. After leaving the Army and a stint with Heavy Weapons, my following civilian employer



had my hearing checked and found indications of hearing loss. It was described as "Gun Shot Drop". Two general frequencies of sound had become invisible to me. I never missed them, and held the opinion that my hearing was pretty darn good. Knowing nothing about hearing other than that it was one of my five every day senses I proceeded along the lines that it had always been there and it would always be there.

As my life unfolded, it became evident that I was losing some of the gist of conversations and seemingly foolishly missing points, directions, subtleties and other parts of communication. It worried me, but not as a loss of hearing, but rather as a loss of cogency. I made it a point to read more, keeping myself abreast of current events. Television drove me nuts! I was straining to comprehend inanities and finally gave it up as drivel. Not because I couldn't hear.

Meantime, I who had always loved music began having problems with it. If I was driving the car and someone turned on the radio, in a few minutes I would angrily turn it off. I couldn't stand listening to the car, listening to the conversations, listening to the radio and driving all at the same time and blamed the radio! But, it was me! I was losing the ability to differentiate and to locate the direction from which sounds came.

Unknown to me, my hearing was deteriorating at an increasing rate and I was missing more and more parts of conversations and other normal, daily sounds. It finally came to a head one night. Sandy and I had been married a few years so it was late 80's, early 90's I couldn't sleep for the

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racket! Here we were in the middle of winter and a cricket was chirping in the vicinity of my bedroom closet after midnight. But when I turned to waken Sandy, the chirping moved in the same direction.

It was the first time that I recognized Tinnitus. I didn't know what it was at the time, and thought it a silly little sign of getting older. Eventually I had a hearing check just as a formality. My job demanded good hearing working with addicted and mentally ill people as a counselor and I found myself more and more frequently asking them to speak up. I was confounded by the replies that often amounted to retorts that they were already speaking as loudly as they could.

The hearing check turned out to be an unwelcome surprise. My hearing was on the verge of disappearing. I made the choice to retire from counseling, as I was likely more of a hazard than a help.

I became a professional Guardian, assigned by and reporting to the courts, and felt that I would be able to still work near my chosen field with Guardianships, as it was mostly paperwork. The difficulty with my inability to hear continued. Critical directions by the court were missed and not found until a review of the proceedings revealed that I had again lost valuable audible information.

Again, I made the choice to bow out on the basis that if I didn't the result would likely be unforgivable incompetency.

I sought every kind of hearing aid I could find. Everything from \$50.00 Radio Shack specials to \$3000.00 high-end items. During the latest hearing test, I found that my hearing was the result of nerve damage and couldn't be assisted even with implants.

So now I am truly deaf. This means that I don't hear and according to the healthcare folks, it is unlikely that I ever will again.

I like trains: especially diesel locomotives. I can't hear them anymore, but I love the way they make my chest rumble reminding me of the chant of the engine as it winds up for a heavy pull.

Today, sitting among friends in the old Rhineland Depot, home of the Rhineland Railroad Association I pray that I will always be able to remember the sounds of my former life.

Perhaps others, by reading these few words, will be reminded to face up to their physical issues better than they have heretofore. Lastly, perhaps they will face me when speaking; it improves my understanding to see their lips shape words. I love their words too.

Written by Bob Lake, May 20, 2011 in an attempt to improve understanding and health of Model Railroading pals.

Editors Note: The Rhineland Railroad Association Warrant is published about ten times a year. We'll try for twelve issues however summer has too few hours of daylight before the dark of winter envelops us. It's all about everyone sharing in the joys of Model Railroading. Have a great summer. Roger G Blocks See you next Wednesday at the Depot !